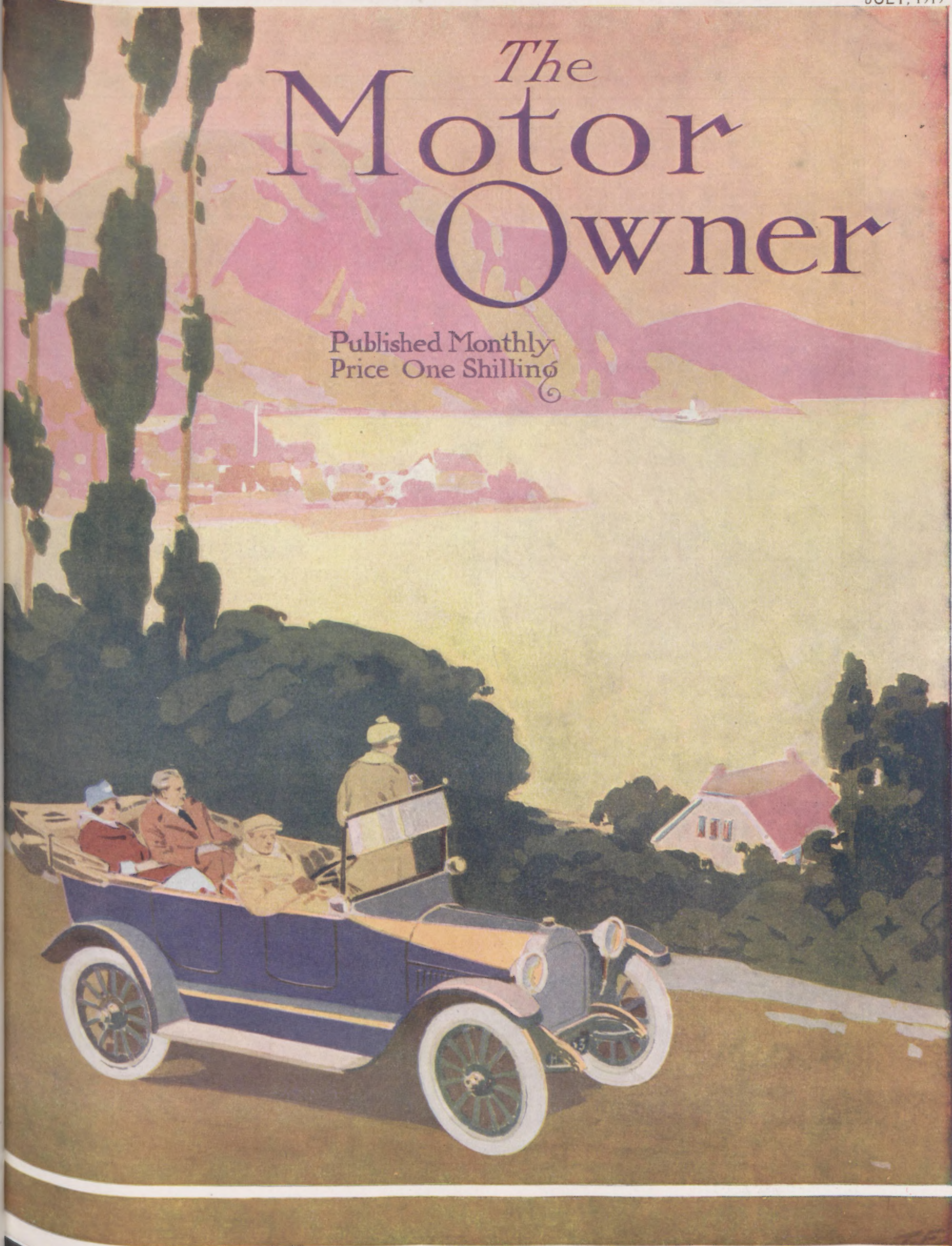


# *The* Motor Owner


Published Monthly  
Price One Shilling





# GOODRICH

## SAFETY TREAD TYRES



**F**IT Goodrich Safety Tread Tyres and you do away with that skeleton in the motorist's cupboard—the skid. You lose that vague, uneasy feeling that in an emergency the tyres may not grip just at the moment you want them to. Fit Goodrich and you get care-free motor-ing. Furthermore, you get maximum mileage and smaller repair bills. In short Goodrich Safety Tread Tyres do away with most of the worries of motor-ing; this statement has been proved true a million times.

### TEST IT YOURSELF

The B. F. GOODRICH Co. Ltd.  
117-123, Golden Lane, E.C. 1.



*By Appointment*



*to H.M. the King*

# Daimler

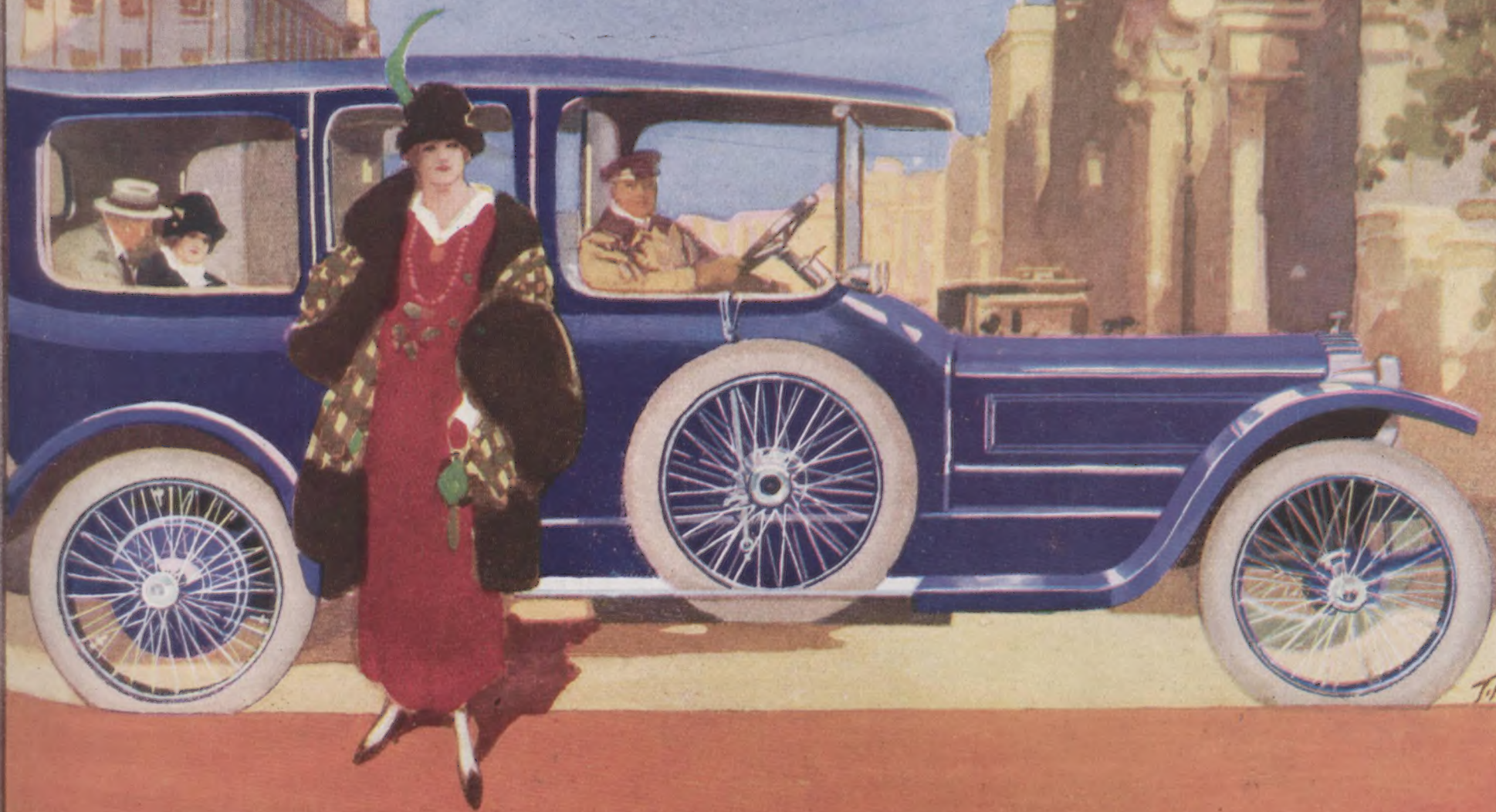
## The Representative British Car

30 h.p. and 45 h.p.  
6 Cylinders.


The Daimler Company Ltd

Daimler Works  
: Coventry :

27 Pall Mall  
London S.W.







PALMER CORD TYRE

THE more strenuous the country, the more exacting the conditions, the more do Palmers prove their sterling worth.

Having tremendously strong rubber-insulated cord foundations, and the toughest of rubber treads, Palmers hold world's track records. This justifies their claim to be the most durable and reliable of all tyres on the road.

# PALMER

## CORD TYRES

*Every Fighting and Bombing Aeroplane that left these shores was fitted with Palmer Landing Wheels and Tyres.*

THE PALMER TYRE, LIMITED  
119, 121, 123, Shaftesbury Avenue, W.C.

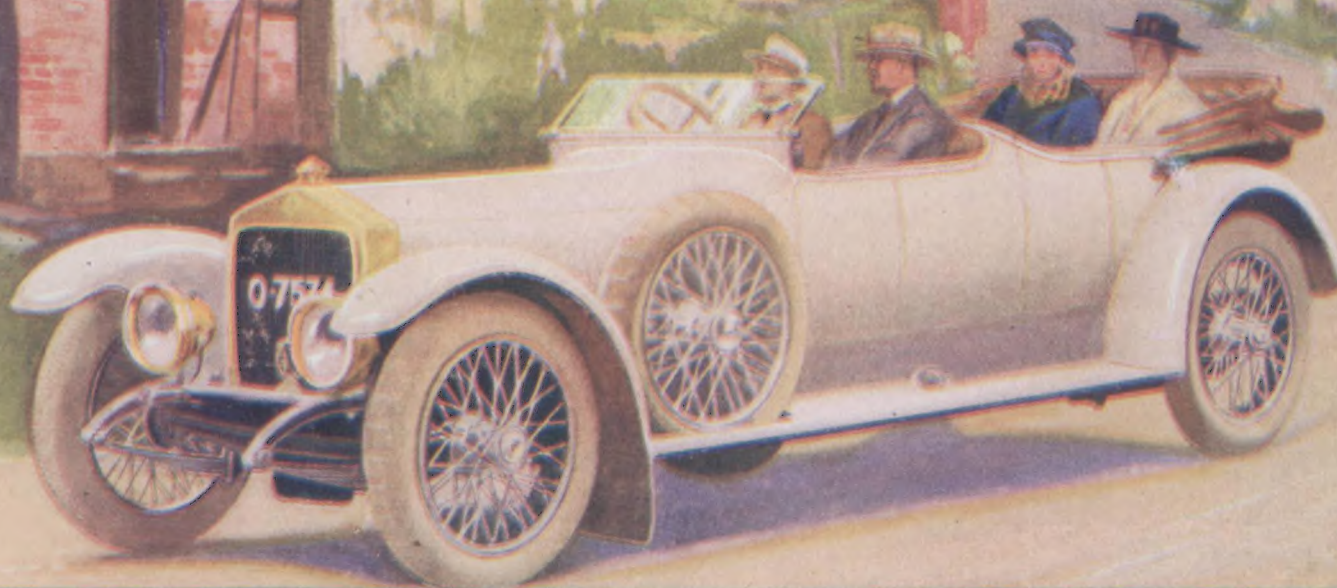


# THE *Lanchester*

## POST-WAR MODEL

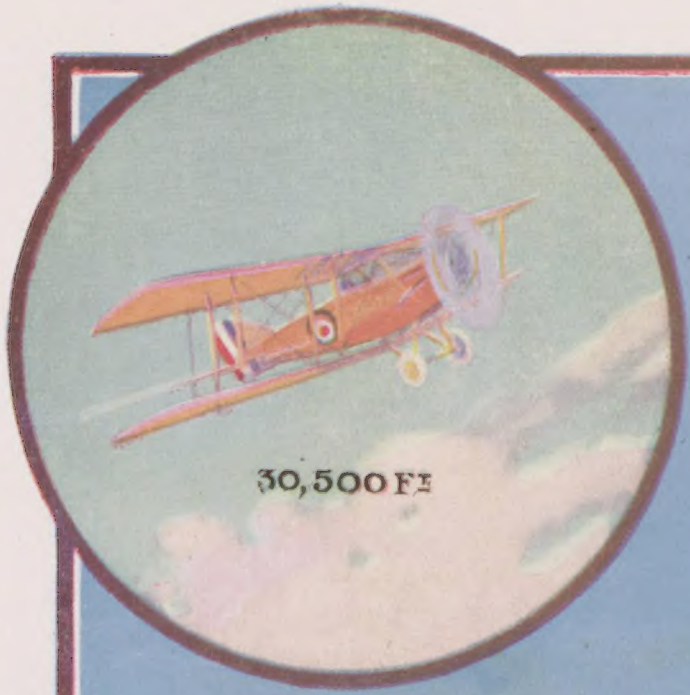
A LANCHESTER CAR OF  
ORTHODOX APPEARANCE  
EMBODYING MANY OF  
THE MOST SUCCESSFUL  
LANCHESTER MECHANICAL  
FEATURES AN EXAMPLE OF  
MOTOR ENGINEERING OF  
SURPASSING EXCELLENCE.  
A CAR OF UNIQUE REFINEMENT,  
COMFORT & RELIABILITY.

WRITE FOR COPY OF  
PRELIMINARY DESCRIPTION



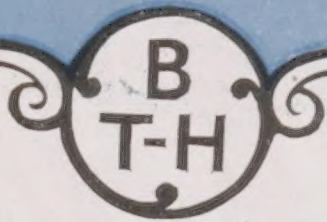
**THE LANCHESTER MOTOR CO. LTD.,**  
95, NEW BOND ST. LONDON, W.  
BIRMINGHAM & MANCHESTER





MT. EVEREST  
29,000 FT.

ST. PAULS 365 FT



## MAGNETOS

*have a Record above*  
**ALL OTHERS**

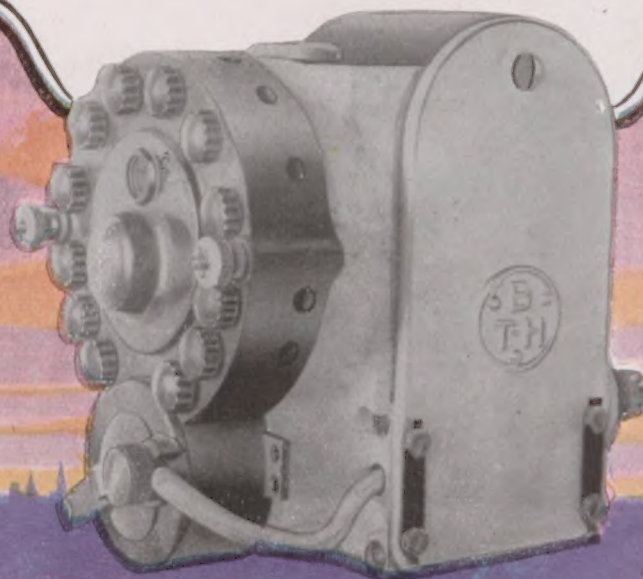
*They were used on the  
Napier Engine fitted to the  
Aeroplane that ascended  
to the RECORD HEIGHT  
of 30,500 feet, nearly*  
**SIX MILES**

*Have your Car fitted with  
a B.T.H. MAGNETO*



**THE BRITISH THOMSON-  
HOUSTON COMPANY, LTD.**

LOWER FORD STREET  
COVENTRY







*"Blighty"*

*Painted for Vauxhall Motors Limited by Ernest Livens*

**Vauxhall**  
THE CAR SUPEREXCELLENT

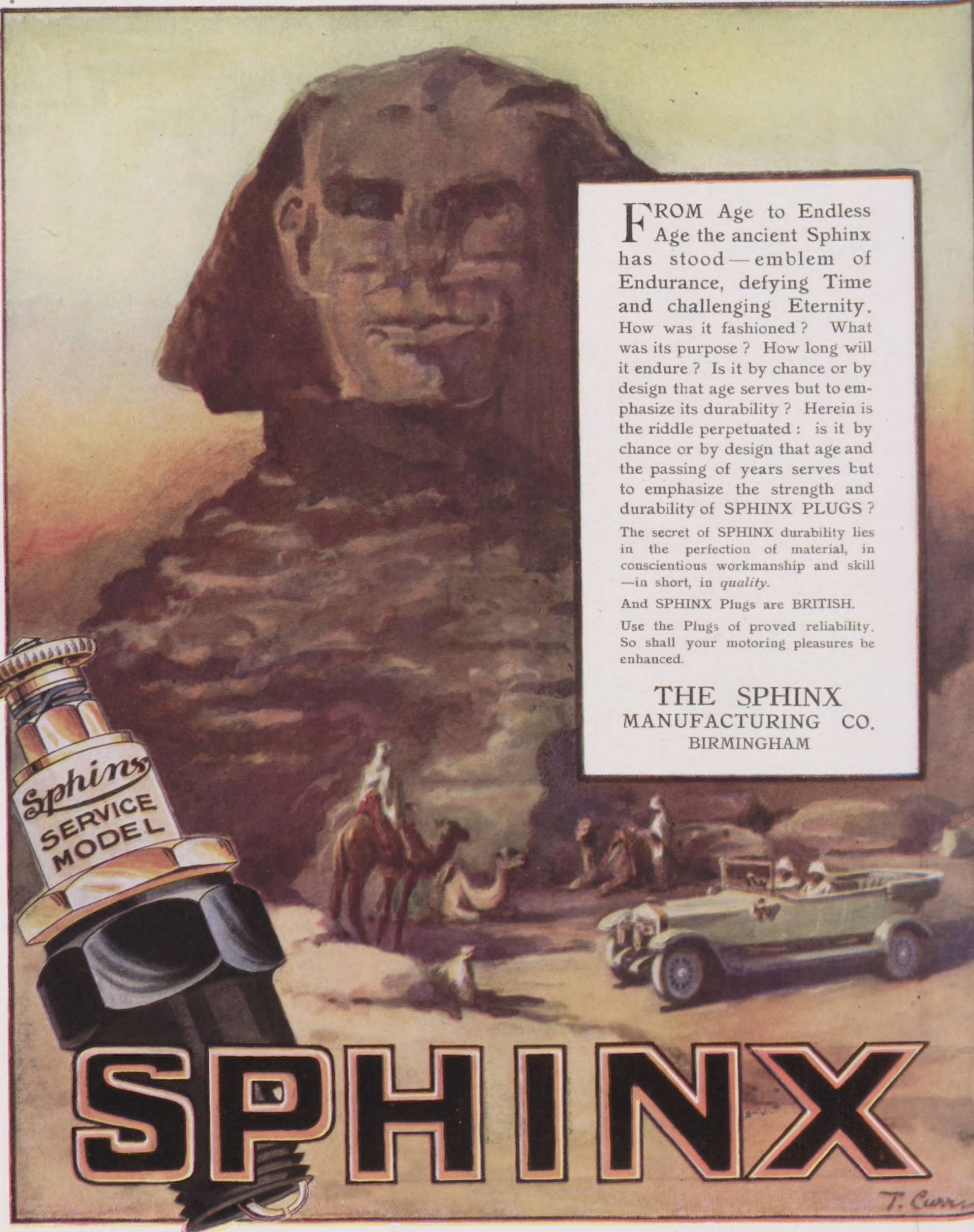
*"The most successful of staff vehicles"—(The Times)*

'BLIGHTY' connotes the pleasant things of English life—not least among them, motoring. Some such image as this, with a Vauxhall car well in the foreground, has long been present in the minds of many who, ashore or afloat, have borne their part in the struggle against 'Kultur.' And now the time for realization is at hand.

**VAUXHALL MOTORS LIMITED**  
Telephone (4 lines) Luton 466

**LUTON, BEDFORDSHIRE**  
Telegrams: Carvaux, Luton





FROM Age to Endless Age the ancient Sphinx has stood—emblem of Endurance, defying Time and challenging Eternity. How was it fashioned? What was its purpose? How long will it endure? Is it by chance or by design that age serves but to emphasize its durability? Herein is the riddle perpetuated: is it by chance or by design that age and the passing of years serves but to emphasize the strength and durability of SPHINX PLUGS?

The secret of SPHINX durability lies in the perfection of material, in conscientious workmanship and skill—in short, in *quality*.

And SPHINX Plugs are BRITISH.

Use the Plugs of proved reliability. So shall your motoring pleasures be enhanced.

THE SPHINX  
MANUFACTURING CO.  
BIRMINGHAM



# SPHINX

T. Curran





## LIBERTY SIX

THE High quality car designed and built to give the utmost satisfaction, in every sense of the word, to the motorist who desires the BEST.

The record of Liberty performance, backed by the testimony of thousands of satisfied owners, is a lasting guarantee of the goodness which characterises all Liberty productions.

Moderate in price, economical in up-keep, distinctive in appearance are features which have contributed to the outstanding popularity of the Liberty Car in the motor world.

*Write for full particulars to :*

**Melchior, Armstrong & Dessau**  
(LONDON) LIMITED

27 Maddox Street, London, W.1  
Managing Director: Wm. J. de Greeuw



# Templar

## The Superfine Small Car

*Handsome in Design  
Efficient in Service  
Economical in Action*

*The Small Car which  
makes an irresistible appeal  
to every discriminating  
Motorist*

Write for full particulars to:—

**Melchior, Armstrong & Dessau**  
(LONDON) LIMITED

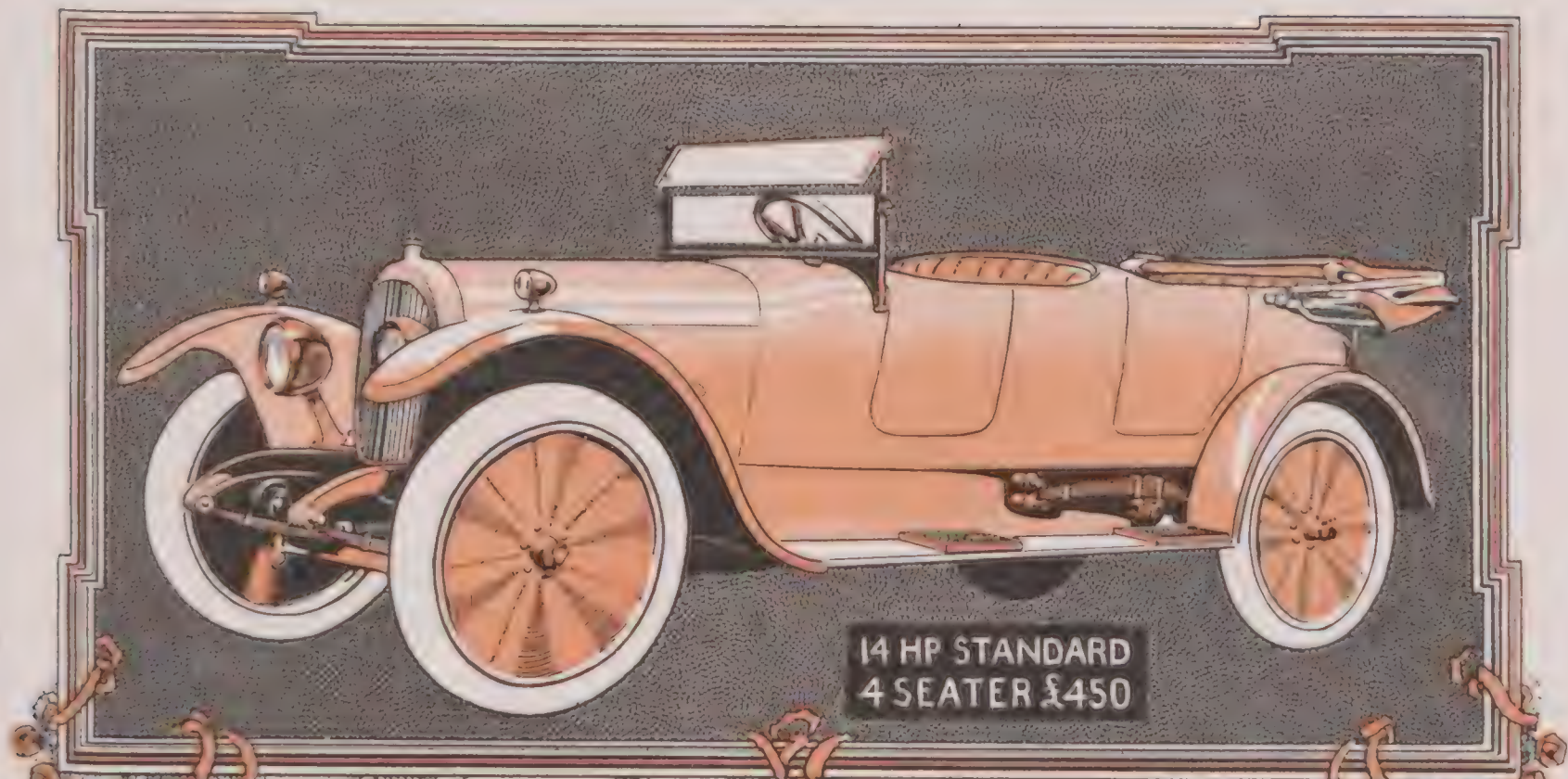
27 Maddox Street, London, W.1

Managing Director: Wm. J. de Greeuw



W. Welsh





14 HP STANDARD  
4 SEATER £450

*Every Wanted Feature  
in the*

**Angus-Sanderson**

14-H.P. de LUXE

Those responsible for the designing of the "Angus-Sanderson" car, kept in view two objects to be attained. The first was to build a car which would make a name for itself for excellent workmanship and design—the second was to limit the price. The achievement of these two ideals was gained by enlisting the services of a number of famous firms, each of whom makes a speciality of one branch of car construction. By this means production costs have been minimised, but not by supplying inferior material. Thus a new era in the construction of All-British Motor Cars is commenced by the marketing of the "Angus-Sanderson" 14-H.P. de Luxe at £450, equipped ready for the road.

Sir Wm. Angus.  
Sanderson & Co  
*Limited*

NEWCASTLE-ON-TYNE



# You can't tax Whisky

**Y**OU can only tax people who consume whisky. You can't tax any inanimate thing. You can only tax people

It is not whisky that pays the duty. It is you. If you drink beer you pay the beer tax. If you drink wine you pay the wine tax. If you drink whisky you pay the whisky tax

Very unfairly the man who drinks whisky pays a tax out of proportion to the man who drinks beer or wine

In the end Scotsmen will get this put right. Most Scotsmen drink whisky and will not stand an injustice of this kind without effectively protesting

The duty on a bottle of whisky is 5/10. The duty on a bottle of port is 1/2

A good "Home" industry can be killed quickly by this kind of blundering

Apart from its value in the Home market, whisky has an important "Export" value. It brings back food and raw materials for our workers

Haig and Haig say this

## *Haig & Haig Five Stars Scots Whisky*



**I**N the Home Market I am very scarce owing to Government restrictions. No new accounts can be opened at present.

**M**Y famous contents are exported in this bottle.

Africa is calling for me.  
India is calling for me.  
Ceylon is calling for me.  
Egypt is calling for me.

ARE YOU?



Head Office - - 57 Southwark Street, London, S.E.1.





# *The* **Maxwell**

Long days spent in the open, with green trees and summer sunshine welcoming you again to the pleasures of Peace—these are yours when you own a Maxwell.

Though fashioned of sturdy and serviceable materials that satisfy the most rigid tests, the Maxwell is essentially a pleasure car. While its beauty of design and extreme riding comfort make it a car that graces any occasion, its ease and smoothness of operation and its absolute reliability give it pride of place with the owner-driver.

Only after much experiment and standarization have the makers of the Maxwell succeeded in combining these features with low cost. The Maxwell is economical in initial outlay, petrol consumption and general up-keep.

**MAXWELL MOTOR COMPANY LTD.**

*Offices & Showrooms:* 116, Great Portland Street, London, W. 1



# MOTOR Advertising

## ITS FUNCTION AND RESPONSIBILITY

**T**HE representative British Motor-car is an honour to the engineering genius of this country. ¶ Yet someone once said "It's easy to build a motor-car, but not so easy to sell it."

¶ That is not quite true, although it reveals a certain truth.

¶ The truth is that manufacturers, generally speaking, become so absorbed in purely technical interests that they tend to lose sight of the big meaning of advertising salesmanship.

¶ The advertising service, if competent, is always a corrective.

¶ A car, after all, is advertised to sell. ¶ If it is the product of a progressive firm it is built to sell according to a defined policy of output. ¶ It is built to take a definite place in the market, to fulfil a certain rôle, to earn the good-will of its public.

¶ It is, therefore, more important that your advertising service should study and understand how the car can be successfully marketed, how your manufacturing policy can be carried into effect, and what is necessary to make your advertising a real factor—not a mere adjunct—in your business progress, than learn merely to talk technicalities.

¶ That is how we view our work. ¶ It is the basis of the success of this Agency's Service. ¶ And we do not handle competing business.

¶ We are equipped to give a Motor Manufacturer a real, heart-whole service.

¶ If you are that Manufacturer and believe there is a solid ground of fact in our statement, give us the opportunity of showing proofs of our service and of our ability to serve you.

### W. S. CRAWFORD Ltd

*Advertising Agents and Consultants*

**CRAVEN HOUSE, KINGSWAY  
LONDON, W.C**

Telephones : REGENT 5068 & 5069

American Representatives: BYOIR & HART, 6 WEST 48th STREET, NEW YORK





**T**HIS IS A PORTRAIT OF THE MOTHER OF HENRY VII—at present in the National Gallery. Many readers of the MOTOR-OWNER no doubt have paintings of their ancestors or modern paintings of themselves and their families which they would like to have reproduced. Interesting information can be obtained by writing to THE SUN ENGRAVING COMPANY, LTD., MILFORD HOUSE, MILFORD LANE, STRAND, W.C.2



# Cote

## Coupé Cabriolet



The perfected  
all-purpose Coupé. Ten  
years ahead of all others. The  
product of the Firm which gave  
Motorists the ALL-PURPOSE carriage.  
Opened or closed instantly by simple spring  
action. Equally suitable for small as for big chassis.

BROCHURE POST FREE

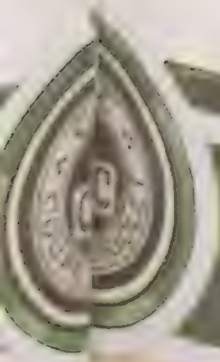
**WM. COLE & SONS, LIMITED**

*Coachbuilders to the Royal Family*

235 HAMMERSMITH RD., LONDON, W.6

Telephones — HAMMERSMITH  
1413, 1414 & 1415







# WARLAND DUAL RIMS

## Shortage of Repair Men

It is still acute, but it would not matter to you, though, if with one simple tool, and no personal exertion beyond picking up the cover, you could change a tyre in a matter of two minutes. It wouldn't concern you at all if you knew that your wife or daughter could do the same thing, **just as easily.**

Are you aware that the WARLAND DUAL RIM permits of this, and, incidentally, effects a great economy in tyres? No strain, and consequently no rim-cutting or broken beads. With WARLANDS you have **nothing to dread.**

WRITE FOR BOOKLET TO-DAY

**WARLAND**  
DUAL RIM CO. LTD.

Aston, Birmingham.

111 Gt. Portland St., London, W.1

Telephone—EAST 976 & 977.

Telephone—MAYFAIR 3887.

Telegrams—"Warlanrim, Birmingham."

Telegrams—"Warlanrim,  
Wesdo, London."

GPAY CO.





The same high qualities  
that are looked for in  
a car should be looked  
for in a Fountain Pen

# The Owner

of a Waterman's Ideal knows that the pen he  
carries is the standard by which the Fountain  
Pens of the world are judged. Exclusiveness  
is reflected in every line and detail.

## Waterman's (Ideal) Fountain Pen

makes its owner independent of the inkwell. It gives him  
freedom of action, enables him to write at all times and in  
all places. With it he can do more work and better work,  
for the nib is selected for his own characteristic handwriting.

Those who know, regard Waterman's Ideal as a *vacation  
necessity*.

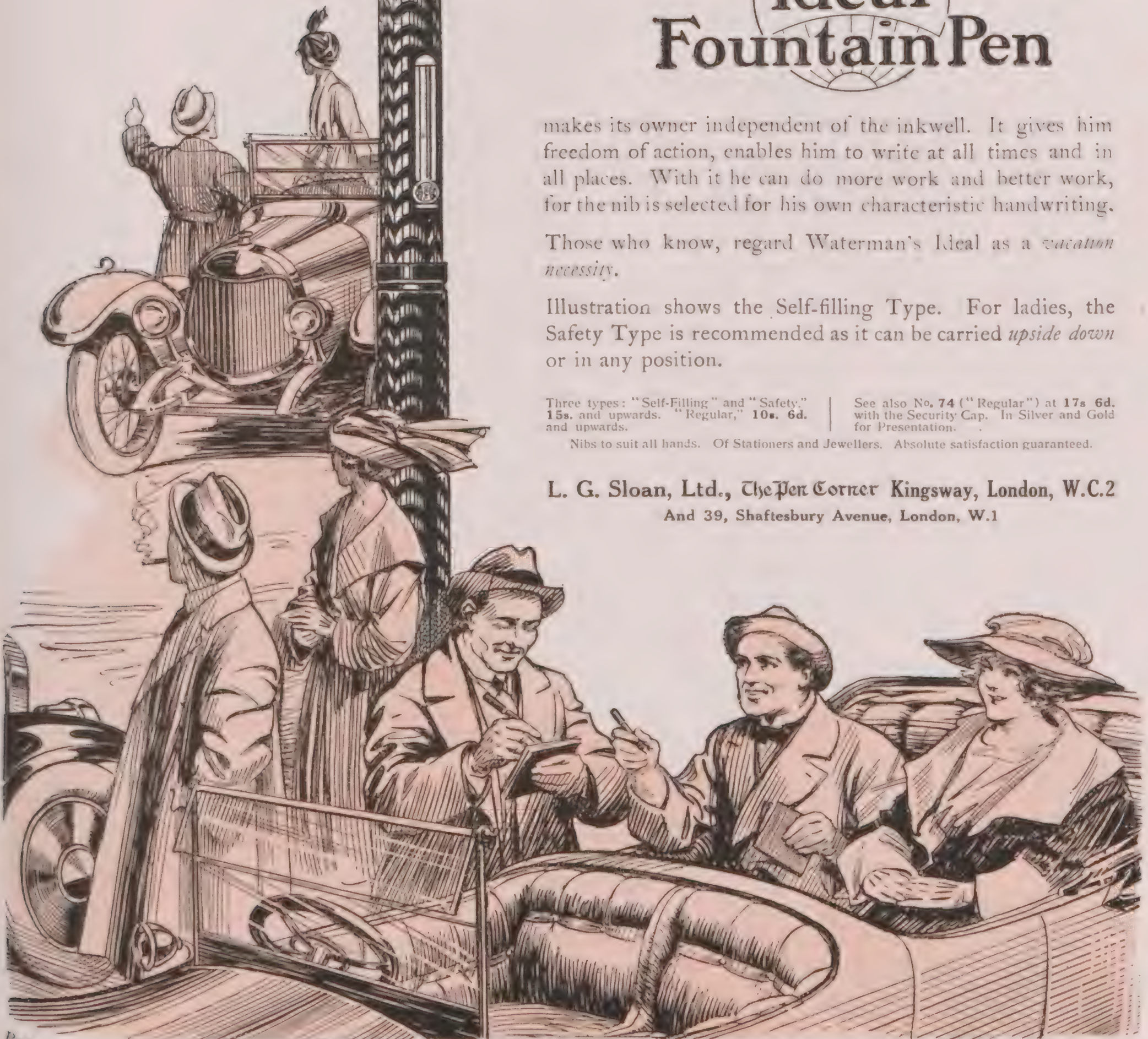
Illustration shows the Self-filling Type. For ladies, the  
Safety Type is recommended as it can be carried *upside down*  
or in any position.

Three types: "Self-Filling" and "Safety,"  
15s. and upwards. "Regular," 10s. 6d.  
and upwards.

See also No. 74 ("Regular") at 17s. 6d.  
with the Security Cap. In Silver and Gold  
for Presentation.

Nibs to suit all hands. Of Stationers and Jewellers. Absolute satisfaction guaranteed.

L. G. Sloan, Ltd., The Pen Corner Kingsway, London, W.C.2  
And 39, Shaftesbury Avenue, London, W.1







# DODGE BROTHERS DETROIT

*Announce the Appointment of*  
**MR. JOHN H. GORDON**  
*as London District Representative*

Mr. Gordon has held the important position of District Representative at Atlanta, Georgia, since June, 1914, and prior to his Dodge Brothers connection he had a number of years' experience in other motor car and accessory lines. His work in the Atlanta district has been constructive and effective, and has warranted the promotion which now comes to him in his transfer to London.

He goes to his new work with an appreciation of the responsibility which has been placed upon him, and with the desire to build up in the British trade the same measure of good-will which Dodge Brothers and their product enjoy wherever the car has been introduced. Dodge Brothers bespeak for Mr. Gordon the hearty co-operation of their friends in the British Isles.





# MOTOR CAR HOUSES

which are really substantial structures

THESE Portable Motor Car Houses of Boulton & Paul's are built to last—made with carefully selected timber from our own drying sheds—constructed by highly-skilled labour—and finished in that fine way which characterises all B. & P. work. They are in a class apart—not comparable with the light and flimsy houses offered in many quarters.

If you want a House for your Car which will give you pride and lasting satisfaction—if you want the best obtainable at a moderate price—let BOULTON & PAUL make it for you.

## No. 17. PORTABLE WOOD AND IRON MOTOR CAR HOUSE.

This is a design which has found much favour. Brief Specification:—Walls and roof constructed of strong dea framing, mortised and tenoned. Roof covered outside with Italian pattern galvanised iron, lined with felt and match-boarding. Cast-iron eaves-gutters and down pipes. Framed, braced and match-boarded doors, fitted with strong hinges, bolts and lock.

These houses are ready for early delivery. The walls are made in sections to bolt together, and the roof bundled, for easy fixing by purchaser's men on his concrete foundation floor. If a wood floor is preferred to concrete, 1-in. rebated floor boards and joists can be supplied. We supply all necessary working drawings to facilitate erection by any handy man. Sizes from 15 ft. by 18 ft. to 24 ft. by 18 ft. Full Specification and Estimate on Application.

Write for Illustrated List showing many Designs.

 **Boulton & Paul** Ltd.  
NORWICH

*Enquiries invited for Portable Sheds, Greenhouses, Garden Frames, Summer Houses, Verandahs, Kennels, Poultry Appliances and Wood Buildings of all kinds.*



# TWINKO

*For Cleaning Hands*

*The Non Abrasive*  
ANTISEPTIC  
*Hand Cleanser*



**A**FTER those small adjustments to the car that are often necessary after the daily round, there is no need to waste valuable time in trying to scrub the dirt from the hands. Simply use Twinko. Twinko is a specialist at its own job. It is made for one purpose only—to clean hands, and it does its work with ease and thoroughness.

Just dip the hands into cold or warm water, sprinkle a little Twinko on them, rub thoroughly for a few moments, then rinse. The hands will then be clean, smooth, and white. Make a point of keeping a tin of Twinko in the garage and one in the car.

IN DREDGER TINS,

**7  $\frac{1}{2}$  D.**

*Sold by all leading Chemists, Grocers,  
Stores, etc.*

VINOLIA COMPANY LIMITED, LONDON — PARIS.

Tw 21-20a.



*The best*  
**HAND CLEANSER**  
*for the*  
**MOTOR**  
**OWNER**



# Dunhills Ltd.

ILLUSTRATED on this car are some details of equipment that make for economy in motoring.

LAMP COVERS, TYRE COVERS HOOD COVERS, SEAT COVERS are all things that protect a better article from the effects of sun, dust, or wet, and for a small outlay save pounds in a twelvemonth.

Even the little step-mat has a similar value, while a pair of dust-proof trunks are as important a touring accessory as any.

*Write for estimates and particulars to :*

359-361 EUSTON ROAD, LONDON, N.W.1  
2 CONDUIT STREET, LONDON, W.1  
72 ST. VINCENT STREET, GLASGOW







20-25 H.P.  
**ANDERSON**  
 6

*Descriptive catalogue from*

THE **H.C.M.** MOTOR  
 COMPANY LIMITED

347, FINCHLEY ROAD  
 LONDON, N.W.3

Telephone ... .. Hampstead 4631  
 Telegrams ... "Aichsemoto, Swiss, London"

SEMI-SPORTING  
 CONVERTIBLE 2-5 SEATER

In body styles the Anderson convertible semi-sporting type ranks as the greatest achievement of all, for it serves the dual purpose of a roomy 5-passenger touring car or a compact racy-looking 2-seater.

The chassis equals the standard set in body design. In performance the Anderson gives full and overflowing satisfaction.

EQUIPMENT comprises speedometer, ammeter, oil pressure gauge, power tyre pump, motor-driven electric horn; extra demountable rim, jack, tyre repair kit and complete set of tools, robe rail and footrest.





BY APPOINTMENT



Fitted to all high-class cars

Write for particulars to

RUDGE-WHITWORTH, LTD.  
(Dept. 17)  
COVENTRY

# Rudge-Whitworth Detachable Wire Wheels





*The Coachbuilder's Art Beautifies the Car*

IN INTRODUCING

## The "Eclipse" Allweather Body

We claim from our years of experience in the production of Artistic Body-work to have evolved the *ideal* equipage for the *owner-driver*. This luxurious Body being fitted with sliding Arm Chair Seats is the acme of perfection and comfort. Enquiries will be appreciated and it will be our pleasure to furnish full Specification and Estimate for supplying the *Eclipse* Body mounted to any make of Chassis

Our exclusive designs of  
LIMOUSINE LANDAULETTES, COUPÉS,  
AND  
STREAMLINE TORPEDOES  
Submitted on application.

# W. H. ARNOLD & CO



"BY ROYAL WARRANT OF APPOINTMENT TO HER MAJESTY THE QUEEN"

*Motor Body Specialists and Automobile Engineers*

**31, YORK PLACE, PORTMAN SQUARE, W.1**

Telephone:  
Mayfair 6314

And GREAT CENTRAL MOTOR WORKS

Telegrams:  
Whacotel. London



# DANIEL SMITH, OAKLEY, & GARRARD

LAND AGENTS, SURVEYORS, and AUCTIONEERS  
ANNOUNCEMENT OF FORTHCOMING SALES

BY ORDER OF TRUSTEES.  
CHELSEA.

Occupying a splendid position on the Embankment, opposite Battersea Park.

THE MAGNIFICENT FREEHOLD MANSION  
known as

**CHEYNE HOUSE,**

Designed by and built under the superintendence of Mr. Norman Shaw, R.A.,

and containing  
reception and 11 principal bed and dressing rooms, together with separate nursery and servants' wings.

POSSESSION CAN BE GIVEN ON

COMPLETION.

ONE OF THE FINEST HOUSES IN THIS  
FAVOURITE LOCALITY,

and has ample stabling adjoining.

MESSRS. DANIEL SMITH, OAKLEY, & GARRARD have received instructions to offer this PROPERTY for SALE by AUCTION, at Winchester House, Old Broad Street, London, E.C.2, on THURSDAY, JULY 17TH, 1919, at 2 o'clock precisely.

Unless previously disposed of by Private Treaty.

Particulars are in course of preparation, and may be obtained, when ready, from the

Solicitors: Messrs. Baileys, Shaw & Gillett, 5, Berners Street, W.1.; or from the

Auctioneers: 4-5, Charles Street, St. James's Square, S.W.1.

Telephone: 1474 Gerrard. Telegrams: Yelkao, Charles, London.

BY ORDER OF ADMIRAL OF THE FLEET LORD  
WALTER KERR, G.C.B.

**DERBYSHIRE.**

Outlying portions of the MELBOURNE ESTATE, situated at King's Newton and Derby Hills, on the outskirts of Melbourne, about 6 miles south of Derby, embracing some of the well-known Melbourne market garden land, together with 4 excellent Farms, capital Small Holdings, Market Gardens, Cottages, Allotments and Plantations. Also 2 Licensed Houses known as the Melbourne Arms and the Hardinge Arms, the whole extending to a total area of about 820 ACRES.

MESSRS. DANIEL SMITH, OAKLEY & GARRARD will offer the above PROPERTY for SALE by AUCTION, in numerous lots, at the Public Hall, Melbourne, on WEDNESDAY, JULY 2ND, 1919, at 2.30 o'clock precisely, unless previously disposed of privately.

Particulars and plans may be obtained from the Solicitors: Messrs. Nicholl, Manisty & Co., 1, Howard Street, Strand, W.C.2.

Land Agent: Linus O. Hubble, Esq., Estate Office, Melbourne, near Derby; or the

Auctioneers: 4-5, Charles Street, St. James's Square, S.W.1.

Telephone: Gerrard 1474. Telegrams: Yelkao, Charles, London.

BY ORDER OF THE ADMIRAL OF THE FLEET LORD  
WALTER KERR, G.C.B., Northamptonshire.

**DUSTON ESTATE**

immediately adjoining Northampton.

VALUABLE FREEHOLD AGRICULTURAL, BUILDING and ACCOMMODATION LANDS, including excellent and well-watered Farms and Meadows running up to the River Neve, and in close proximity to the Castle Station and the London and North-Western Railway Main Line. Also a Quarry of Building Sandstone, Corn Mill, several Allotment Fields, Market Gardens, Small Holdings and Cottages, together with the Fully Licensed Free House known as the Melbourne Arms, the total area extending to about 1,020 ACRES.

MESSRS. DANIEL SMITH, OAKLEY & GARRARD will offer the above for SALE by AUCTION, in numerous lots, at the Grand Hotel, Northampton, on THURSDAY, JULY 3RD, at 2.30 o'clock, unless previously disposed of privately.

For further particulars apply to—

Solicitors: Messrs. Nicholl, Manisty & Co., 1, Howard Street, W.C.2.

Land Agent: Linus O. Hubble, Esq., Estate Office, Melbourne, near Derby; or the

Auctioneers: 4-5, Charles Street, St. James's Square, S.W.1.

Telephone: Gerrard 1474. Telegrams: Yelkao, Charles, London.

BY ORDER OF THE TRUSTEES OF THE LATE  
F. HAYWARD, Esq.

**SUFFOLK**

four miles south of Eye, 12 miles from Stowmarket.  
The VALUABLE FREEHOLD AGRICULTURAL PROPERTY, known as the

**THORNDON ESTATE,**

comprising

TWELVE GOOD FARMS,

including

LAMPITS, HESTLEY GREEN, HESTLEY HALL, BRAMES HALL, SHORTS, RISHANGLES LODGE, REVETT'S, STREET, WHITEHOUSE, and MOAT FARMS, THORNDON;

WHITEHOUSE and MOAT FARMS, HESTLEY GREEN.

Varying in extent from

58 TO 310 ACRES.

Also

65 COTTAGES and GARDENS

VALUABLE SMALL HOLDINGS, ACCOMMODATION LAND and ALLOTMENTS, in and near the Villages of THORNDON and WETHERINGSETT, the whole covering an area of about

2,125 ACRES.

MESSRS. DANIEL SMITH, OAKLEY & GARRARD (in conjunction with MESSRS. GARROD, TURNER & SON)

will offer the above PROPERTIES for SALE by AUCTION, in numerous lots, at the Crown and Anchor Hotel, Ipswich, on TUESDAY, JULY 15TH, next, at 2 o'clock precisely, unless previously disposed of by Private Treaty.

For further particulars apply to the—

Solicitors: Messrs. Marsden, Burnett & Co., 11, Henrietta Street, Cavendish Square, W.1; Messrs. Frere, Cholmeley & Co., 28, Lincoln's Inn Fields, W.C.2; Messrs. Hayward & Son, Needham Market.

Auctioneers: Messrs. Garrod, Turner & Son, Ipswich, Suffolk; Messrs. Daniel Smith, Oakley, & Garrard, 4-5 Charles Street, St. James's Square, London, S.W.1.

Telephone: Gerrard 1474. Telegrams: Yelkao, Charles, London.

BY ORDER OF TRUSTEES.

**EASTBOURNE.**

Occupying a most advantageous position in this attractive and popular seaside resort.

THE VALUABLE

**FREEHOLD PROPERTIES,**

comprising

No. 24, THE GRAND PARADE ("THE SUSSEX CLUB") ROSEMOUNT, NORFOLK LODGE, and PINE GRANGE, with total road

FRONTAGES OF ABOUT 1,060 FEET TO THE GRAND PARADE, VICTORIA PLACE, AND TRINITY PLACE,

and embracing an area in one compact block of

NEARLY 3 ACRES.

Affording an exceptional opportunity to capitalists, syndicates, and others for the erection of a first-class hotel, with grounds adjoining, or for development of the existing buildings.

Also

"CLOVELLY," No. 6, VICTORIA PLACE, with a frontage of 20 FEET THERETO, and backing on to Elms Road, and the valuable block of stabling and living rooms, with GARDENER'S COTTAGE, having a frontage of about 70 FEET to the BURLINGTON ROAD, immediately in rear of the BURLINGTON HOTEL.

The whole producing an actual and estimated rental of

PER £1,130 ANNUM.

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Particulars, plans, and conditions of sale are in course of preparation and may be obtained when ready from the

Solicitors: Messrs. Baileys, Shaw & Gillett, 5, Berners Street, W.1.; or from the

Auctioneers: 4-5, Charles Street, St. James's Square, S.W.1.

Telephone: 1474 Gerrard. Telegrams: Yelkao, Charles, London.

BY ORDER OF THE GOVERNORS OF ST. BARTHOLOMEW'S HOSPITAL.

**ESSEX.**

In the neighbourhoods of

STEEPLE, BURNHAM, SOUTHMINSTER, MAYLAND, ALTHORNE, DOWNHAM, and DUNTON.

The Valuable

**AGRICULTURAL PROPERTIES,**

including

**TWELVE GOOD FARMS**

known as

STEEPLE HALL, 313 ACRES.

CANNEY FARM, 173 ACRES.

STEEPLE WICK, 176 ACRES.

STEEPLE GRANGE, 461 ACRES.

BADNOCKS, 434 ACRES.

Situate at Steeple.

SOUTHWARD MARSH, 119 ACRES.

Situate near Burnham.

SCHRILL MARSH, 180 ACRES.

Situate near Southminster.

MAYLAND HALL, 272 ACRES.

Situate at Mayland.

STOKES HALL, 380 ACRES.

ANDREWS FARM, 160 ACRES.

Situate at Althorne.

FRIERN FARM, 167 ACRES.

Situate at Downham.

FRIERN MANOR FARM, 308 ACRES.

Situate at Dunton.

Together with

SEVERAL PARCELS OF ACCOMMODATION LAND.

The whole covering a total area of about

3,150 ACRES.

MESSRS. DANIEL SMITH, OAKLEY & GARRARD will offer the above PROPERTIES for SALE by AUCTION, in numerous lots, at the Corn Exchange, Chelmsford, Essex, on FRIDAY, JULY 25TH, 1919, at 3 o'clock precisely.

For further particulars apply to the—

Solicitors: Messrs. Wilde, Moore, Wigston, and Sapte, 21, College Hill, E.C.4.

Land Surveyor: Mr. G. C. Phillips, of Messrs. G. B. Hilliard & Son, Chelmsford, Essex; or the

Auctioneers: 4-5 Charles Street, St. James's Square, S.W.1.

Telephone: Gerrard 1474. Telegrams: Yelkao, Charles, London.

BY ORDER OF THE GOVERNORS OF ST. BARTHOLOMEW'S HOSPITAL.

THE VALUABLE FREEHOLD AGRICULTURAL

PROPERTIES, being the outlying portions of the

**HERTFORD AND CAMBRIDGE**

**ESTATES,**

situate in the neighbourhoods of Lode, Balsham and Royston, and known as

LONG MEADOW FARM, near Lode... .. Acres. 325

WORSTED LODGE FARM and GUNNER'S HALL, in the Parish of Balsham .. .. 439

POPSALLS FARM, near Royston .. .. 435

covering a total of about

1,200 ACRES

MESSRS. DANIEL SMITH, OAKLEY & GARRARD will offer the above PROPERTIES for SALE by AUCTION, in Lots, at the Lion Hotel, Cambridge, on JULY 22ND, 1919, at 2.30 p.m. precisely.

For further particulars, when ready, apply to the—

Solicitors: Messrs. Wilde, Moore, Wigston & Sapte, 21, College Hill, E.C.4.

Land Agent: G. C. Phillips, Esq.; of Messrs. Hilliard & Son, Chelmsford, Essex; or the

Auctioneers: 4-5, Charles Street, St. James's Square, London, S.W.1.

Telephone: Gerrard 1474. Telegrams: Yelkao, Charles, London.

4 & 5, CHARLES STREET, ST. JAMES'S SQUARE, S.W.1

TELEPHONE, GERRARD 1474.

TELEGRAMS, YELKAO, CHARLES, LONDON



# Court Grange—Devonshire

Abbotskerswell, near Newton Abbot

**A** Delightfully situated residential estate two miles from the market town of Newton Abbot, on the main G.W.R. line, about 4 hours from London, 6 miles from Torquay, and 10 miles from the finest stretches of Dartmoor. COURT GRANGE, a well-built stone and brick residence, standing in well-timbered grounds, contains lounge hall, billiard room, 3 other reception rooms, complete domestic offices, 25 bed and dressing rooms; bathroom, etc., stabling, garage, ample glass; main water, petrol-gas installation. The grounds are inexpensive to maintain, and include undulating lawns and grass terraces; kitchen and flower gardens, with a delightful copse and charming fish pond. Court Farm, a superior farmhouse, with ample buildings, two lodges, eight cottages, and two dwelling-houses, and rich orchard, pasture meadow, and arable land, extending to A. 198. 2. 7. For sale by auction in July 1919 in conjunction with Messrs. Rendell & Sawdye, Newton Abbot. Solicitors, Messrs. Harold Michelmores & Co., Market Street, Newton Abbot.



*Full particulars may be obtained from  
the above, or from the auctioneers:—*

**ALFRED SAVILL & SONS**  
LAND AGENTS SURVEYORS & AUCTIONEERS  
51, LINCOLN'S INN FIELDS, LONDON. W.C.2.  
(Branch Office at Combyne, Devon)





# FAREBROTHER, ELLIS & CO.,

LAND AGENTS, AUCTIONEERS  
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 HOLBORN 6344  
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 LONDON.

SURREY, near GUILDFORD.



6 Reception, 20 Bed  
 and Dressing Rooms,  
 Stabling, Garage.  
 Sandy Soil.  
 350 ft. above Sea level.  
 Home Farm.  
 Woodlands.  
 213 Acres.  
 For sale by private  
 treaty.

LANGLEY, near WINDSOR.



5 Reception, 15 Bed  
 and Dressing Rooms,  
 Electric Light,  
 Stabling and Garage,  
 Farm Buildings with  
 3 Cottages.  
 Charming Park Lands.  
 Total, 51 Acres.  
 Immediate possession.  
 For sale privately.

KENT, HAWKHURST.



3 Reception, 7 Bed and  
 Dressing Rooms,  
 Picturesque Lake.  
 Water Mill, 5 Cottages,  
 Set of Farm Buildings.  
 Total area  
 154 Acres.  
 Arable, Pasture and  
 Wood.  
 Possession of House at  
 11th October next.  
 For sale privately.

SUFFOLK, 1 MILE FROM IPSWICH.



5 Reception, 30 Bed  
 and Dressing Rooms,  
 with or without  
 beautiful furniture.  
 Home Farm.  
 Noble Park.  
 3 Lodges and Cottages,  
 295 Acres.  
 Immediate possession.  
 For sale by private  
 treaty.

LIPHOOK, HANTS.



4 Reception, 17 Bed  
 and Dressing Rooms,  
 Stabling for 8 horses,  
 Old Park Lands.  
 2 Lodges, 4 Cottages,  
 Farm House.  
 196 Acres.  
 For sale by auction in  
 conjunction with Mr.  
 W. P. Jacobs early in  
 July, in 1 or 4 lots.

SUSSEX, 8 MILES FROM HORSHAM.



Gentleman's  
 Pleasure Farm.  
 230 Acres.  
 Comfortable House.  
 4 Reception, 12 Bed  
 and Dressing Rooms.  
 4 Cottages.  
 Attractive Sporting.  
 For sale by auction,  
 8th July next, in 2 lots.

BRAMSHOTT PLACE.

LAKER'S LODGE, LOXWOOD.

## THE RIVIERA.

The present time offers a good opportunity for securing a  
 choice Villa for the Winter Season. Messrs. Farebrother,  
 Ellis & Co. have facilities for negotiating the letting,  
 selling or purchasing of Land and Villas on the French  
 and Italian Littoral.

## FORTHCOMING SALES BY AUCTION.

1850 Acres in Worcestershire.  
 540 Acres near Guildford.  
 800 Acres between Chichester and Bognor.  
 550 Acres near Dorking.  
 100 Acres near Potters Bar, Middlesex.  
 Freehold Ground Rents, £1,400 per ann.



Telephone No.:  
Regent 293.  
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# NICHOLAS

(E. DUNCAN FRASER  
and C. H. RUSSELL.)

Telegrams:  
"Nichenyer, London."

4, ALBANY COURT YARD, PICCADILLY, W.1 ; and at Reading.

Beautiful high situation on the CHILTERN HILLS amid the loveliest scenery, and practically  
**ADJOINING HUNTERCOMBE GOLF COURSE.**

## TUDOR FAMILY RESIDENCE

(Modern, and erected with Special Bricks and Old Tiles).

Beautifully fitted and finished, approached through long drive with Lodge entrance, and containing 22 Bed and Dressing Rooms, six Bathrooms, large Lounge Hall, handsome Billiard and Sitting Room, three other Recept on Rooms, and Good Offices.

CENTRAL HEATING.      ELECTRIC LIGHT.  
PANELLED ROOMS.      EVERY COMFORT.

STABLING, LODGE COTTAGES; DELIGHTFUL GARDENS;  
STONE-FLAGGED TERRACES; ROCK AND ROSE GARDENS;  
LANDS AND WOODS;

in all 60 ACRES ; more Land available.

Apply for photos and particulars to the Sole Agents, Messrs. NICHOLAS,  
1, Station Road, Reading ; and 4, Albany Court Yard, Piccadilly, W.1



# Between London and Birmingham

300 ACRES OF SPLENDID LAND

Nearly all grass ; picturesque stone built modern residence in Elizabethan style.

18 bed and dressing rooms, 3 bath, 5 reception rooms, electric light, heating, telephone.

SPLENDID STABLING, GARAGE  
AND MEN'S ROOMS.

Number of small houses and cottages, farmhouse and several sets of buildings, delightful grounds with three tennis lawns, rose garden, productive fruit gardens and range of glass.

The house could be sold with gardens of 5 acres and as much grass as desired up to the full extent of 300 acres.

The whole property is in first-class order and ready for immediate occupation.

Particulars of:

## NICHOLAS,

4, Albany Court Yard,  
PICCADILLY, LONDON, W.1.





# RESIDENCES & ESTATES FOR SALE BY AUCTION



## DEVONSHIRE.

Near Exmouth (2½ miles from).

In "Henry Ryecroft's" country.

TO be SOLD by AUCTION, on July 15th, 1919, at Winchester House, Old Broad Street, E.C.2, the MODERN RESIDENCE known as "Marley," standing on an eminence two-and-a-half miles north-east of Exmouth, encompassed by ornamental shrubberies and extensive gardens, commanding delightful marine and land views, over the estuary of the Exe to Barry Head. It is built of stone, and contains 28 bed and dressing rooms, approached by a marble staircase, 5 reception rooms, and domestic offices.

Stabling, farmery, etc., and several holdings let to good tenants; the whole comprising about 200 acres.

Excellent fishing, hunting, yachting and golfing in the neighbourhood.

Further particulars may be obtained of the Solicitors, Messrs. Ford, Harris & Ford, 25, Southernhay, Exeter; or of the Auctioneers, 51, Lincoln's Inn Fields, W.C.2.

## HERTFORDSHIRE,

Rickmansworth.

"Ladywalk," in a perfectly rural situation.

TO be SOLD by AUCTION, at Winchester House, Old Broad Street, on July 15th, 1919, the particularly attractive and well-appointed RESIDENTIAL PROPERTY comprising admirably fitted modern Residence, containing lounge hall, billiard room, three other reception rooms, about 15 bed and dressing rooms, 2 bathrooms, stabling for four, workman's rooms, and delightful gardens and lawns, inexpensive maintenance. Small farmery and well-timbered miniature park with belts of specimen trees and flowering shrubs, extending to over 33 acres.

The Property stands over 300 ft. above sea level on gravel soil, and commands fine views over timbered clad hills to the south.

Possession on completion.

Further particulars of the Solicitors, Messrs. Janson, Cobb, Pearson & Co., 22, College Hill, London, E.C.4; or of the Auctioneers, 51, Lincoln's Inn Fields, London, W.C.2.



BY ORDER OF THE PUBLIC TRUSTEE.

## SUSSEX.

One hour from London.—Leyswood, Groombridge.

A RESIDENTIAL ESTATE of 137 acres for SALE by Private Treaty. The mansion built by Norman Shaw, in 1869, stands 500 ft. above sea level in a delightful neighbourhood and commands extensive views over the surrounding country. It contains 6 finely decorated and panelled reception and billiard rooms, 15 principal bed and dressing rooms, bath-rooms, and servants' accommodation.

Finely timbered pleasure grounds and gardens noted for their beauty.

Stabling with large riding school, stud farm and accommodation for seven horses. Home farm lodge and cottages. Immediate possession of house, etc.

Full particulars can be obtained of Messrs. E. G. Carter, Banks and Burnett, Estate Agents, 7, London Road, Tunbridge Wells, or of the Auctioneers, 51, Lincoln's Inn Fields, London, W.C.2.



## ESSEX.

Thoby Priory.

Between Chelmsford and Brentwood.

TO be SOLD by AUCTION, at Winchester House, Old Broad Street, E.C.2, on Monday, July 28th, 1919, at 2.30 o'clock (unless previously sold privately), this FREEHOLD HISTORICAL, RESIDENTIAL and SPORTING ESTATE of 650 acres, within one hour of London.

Thoby Priory, which is built on the site of the old monastery, is in excellent order, and contains 4 reception, 13 bed and dressing rooms, 2 bathrooms, and the usual offices. The refectory and dining rooms having Tudor fireplaces and oak panelled walls. Modern drainage, acetylene gas, radiators. Good stabling, cottages and farm holdings.

In the gardens are remains of the old monastery, and the whole forms an exceptional opportunity of acquiring a genuine old house and property that has not been in the market for three hundred years.

Further particulars of the Solicitors, Messrs. Hore, Pattison & Bathurst, 48, Lincoln's Inn Fields, W.C.2; of F. J. Coverdale, Esq., Ingatestone Hall, Essex; or of the Auctioneers—



**ALFRED SAVILL & SONS**  
LAND AGENTS SURVEYORS & AUCTIONEERS  
51, LINCOLN'S INN FIELDS, LONDON. W.C.2.  
(Branch Office at Combyne, Devon)





# MESSRS. HARRODS,

Auctioneers - Estate Agents - Valuers  
62 & 64, BROMPTON ROAD, LONDON, S.W.1

Telephone : Western One.

Telegrams : "Estate, c/o Harrods."

## Country Properties.

### DORKING AND LEITH HILL

(one of the most beautiful spots in Surrey; 750 ft. above sea level).

A FREEHOLD RESIDENTIAL PROPERTY for SALE, comprising a picturesque, modernised, old-fashioned Residence, occupying a particularly charming and bracing situation, commanding magnificent views over the surrounding woodland scenery. Oak-panelled dining room, panelled drawing room, library, eight bed rooms, bath room, and adequate domestic offices; parquet floors; central heating. Well-built and fitted model dairy; two attractively designed and conveniently arranged cottages. The useful outbuildings include garage for four large cars, stabling, barn, cowsheds, etc., exceptionally well-built piggeries, etc.; well-timbered pleasure grounds, including tennis and croquet lawns, rosery, rock gardens, well-stocked and established orchard, productive kitchen and fruit gardens, greenhouse, potting sheds, etc., charmingly undulated grasslands, the whole covering an area of about

36 ACRES,

forming a most attractive Residential Estate, surrounded by vast tracts of Surrey commons and open lands, within an easy motor drive of Town.

HARRODS (Ld.), 62-64, Brompton Road, S.W.1; or WHITE & SONS, Land Agents, Dorking.

### ELSTREE, HERTS.

A CHARMING PICTURESQUE RESIDENCE, 400 ft. above sea level, in one of the most beautiful spots in this favourite county, with lovely views over the surrounding well-wooded country. It is approached by drive, and contains lounge hall (22 ft. by 15 ft. 6 in.), spacious library, charming drawing room (Adam decorations), dining, smoking and billiard rooms, 15 bed rooms, 3 splendidly fitted bath rooms, and unusually good, convenient offices; gas, company's water; 'phone; central heating; ample outbuildings, garage, etc.; stabling, and good cottage for gardener; beautifully timbered pleasure grounds; lovely garden; well-stocked kitchen garden, glasshouse, toolhouse, etc.; in all about 32 acres. For SALE.—Sole Agents,

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

PRICE 4,000 GUINEAS FREEHOLD.

### SUSSEX COAST.

200 ft. up, sunny aspect; 1½ mile from the town and railway station; delightful situation, with picturesque rural surroundings.

A COMFORTABLE, old-fashioned STONE-BUILT RESIDENCE; 4 reception rooms, 7 bed and dressing rooms, bath room, and offices; central heating, main drainage, co.'s water, gas, telephone; beautifully timbered pleasure grounds, intersected by a stream with rustic bridges, fruit and kitchen gardens, vinery, croquet lawn, three orchards; in all about 7½ acres; including valuable road frontages, forming eligible sites for several high-class residences. Inspected and strongly recommended.

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

### MILFORD, SURREY.

GENTLEMAN'S RESIDENCE for SALE; half-a-mile from station and within easy reach of Godalming and Guildford; an attractive Residence, facing a beautiful common, and containing hall, 3 reception rooms, conservatory, kitchen and usual offices, 8 bed rooms, bath room, etc.; stabling and useful outbuildings; about 1½ acres of delightful garden and pleasure ground. A meadow of 3 acres can probably be rented.—Sole Agents,

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

### KENT.

1 mile station, 40 minutes from town.

FREEHOLD RESIDENTIAL ESTATE for SALE, occupying choice and elevated position on gravel soil, and containing entrance hall, 4 reception rooms, billiard room, conservatory, 20 bed and dressing rooms, 2 bath rooms, and extensive offices; electric light, gas, co.'s water; 2 staircases; stabling for 10; large coach house or garage; entrance lodge; 3 cottages; useful outbuildings; beautifully timbered parklands and pleasure grounds, intersected by a stream; two tennis lawns, well-stocked fruit and kitchen gardens, orchard, paddock, greenhouses, etc.; in all about 60 acres. Sole Agents,

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

## Town Houses.

### KNIGHTSBRIDGE

(within a stone's throw from the Park and near Tubes).

A N imposing CORNER RESIDENCE for DISPOSAL on exceedingly moderate terms, with handsome porch entrance, good lounge hall, splendid dining room (panelled), and large cosy smoking room. First floor: Large double drawing room, opening to small covered verandah; 9 bed and dressing rooms, 2 bath rooms; well-fitted light and bright basement; excellent kitchen, servants' hall, men's rooms, etc. A large sum has been spent on the property in permanent improvements, including a good system of central heating, heating tubes, etc., and telephone system installed. For SALE, FREEHOLD.

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

### QUEEN'S GATE, S.W.,

KENSINGTON.

Close to the Park and about 800 acres of open space, near to the Albert Hall.

A BEAUTIFULLY-APPOINTED TOWN RESIDENCE, occupying an important and pleasant position in one of the finest thoroughfares in the West End; elegant drawing room, lofty dining room, morning room, 15 bed and dressing rooms, 3 bed rooms, and ample domestic offices.

COSTLY DECORATIONS AND TWO STAIRCASES. ELECTRIC PASSENGER LIFT, ELECTRIC LIGHT.

Over 50 years. Moderate ground rent.

FOR SALE, WITH POSSESSION.

Sole Agents—

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

### CADOGAN GARDENS (near).

A WELL-ARRANGED MODERN RESIDENCE, containing lounge hall, drawing room, dining rooms, smoking rooms, 7 bed and dressing rooms, bath room, and ample domestic offices; electric light and modern improvements. Immediate Possession. FREEHOLD.—Sole Agents,

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

### MAYFAIR.

A N exceptional opportunity occurs of securing One of the Most Desirable RESIDENCES in this favourite locality. It is in splendid order, with spacious rooms, and within a stone's throw of the Park. Contains good entrance hall, very fine dining room, good morning room, and a third reception room on the ground floor suitable for a billiard room, very handsome drawing room, boudoir, smoking rooms, 12 bed rooms, 3 bath rooms, and extra accommodation for servants. Coach house with living rooms over. 15,000 guineas. Long Lease.—Sole Agents,

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

### KENSINGTON

(in a good position, within 100 yards of Park).

A VERY FINE RESIDENCE; square hall, 4 reception rooms, billiard room, 12 bed and dressing rooms, kitchen, and excellent offices; central heating; telephone; small garden. For SALE, Freehold.—Sole Agents,

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

### KNIGHTSBRIDGE.

£3,500

will secure this Valuable LEASEHOLD INTEREST.

A MANSION of imposing elegance, occupying a unique position, facing direct on to Hyde Park, and having delightful views on to prettily wooded gardens at rear. The house is newly decorated with taste, and the appointments are very artistic. The compact and exceptionally fine accommodation comprises: Dining room with panelled wainscotting and very beautiful carved mantel; elegant drawing room with many attractive features, including balcony, library, and panelled music room, prettily decorated, charming boudoir, bath room, 8 light bed rooms. Well-arranged domestic offices, secondary staircase. £1,500 has recently been expended upon this very choice property. Very nominal ground rent, £17 per annum.—Sole Agents,

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

## Estates.

A VALUABLE AGRICULTURAL and SPORTING ESTATE of

ABOUT 2,750 ACRES

FOR IMMEDIATE SALE.

H AMPSHIRE (between Winchester and Andover, 300 ft. above sea level, in a notably pretty part). The Mansion contains 4 oak-panelled reception rooms, 16 bed rooms, 3 dressing rooms, 3 bath rooms, etc.

ELECTRIC LIGHT, CENTRAL HEATING, TELEPHONE.

Stabling for 9 horses, 2 garages with set of living rooms over. The estate includes 5 excellent farms, all having the necessary accommodation and buildings, also extensive stabling, cottages, homestead, etc. In all there are some 26 cottages. Beautifully timbered grounds, etc., maintained by three gardeners only. The whole estate embraces an area of something approaching

2,750 ACRES,

from which a rental of approximately £1,720 per annum is derived.

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

RESIDENTIAL ESTATE of 500 ACRES.

PRICE ONLY £20,000.

SOUTH DEVON (ideal situation, only one mile and a-half from station, and close to village). For SALE, at a bargain price, a Valuable ESTATE of nearly 500 acres, with a genuine Queen Anne Residence, admirably placed, about 300 yards from the road, and containing 2 halls, 3 panelled reception rooms, 11 or more bed and dressing rooms, 2 bath rooms, etc.; stabling for five, garage, useful outbuildings; cottage; beautifully timbered old grounds; farm lands 440 acres; also about 40 acres of valuable woodland. Farms at present let to good tenants, but possession can be arranged. Good shooting over the estate, hunting and golf.

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

### THETFORD and NORWICH (between).

In a first-class Sporting and Residential District, about three hours from town and within easy reach of a market town. TO be SOLD, a singularly choice FREEHOLD RESIDENTIAL and SPORTING ESTATE, with a Modern TUDOR RESIDENCE, thoroughly up to date, with central heating, electric light, etc., and containing outer and inner halls, saloon (38 ft. by 23 ft.), 4 reception rooms and billiard room, 30 bed and dressing rooms, 4 bath rooms, excellent offices, with servants' hall; laundry. Large garage, chauffeur's house, harness room, stabling for three, engine house, range of sheds and cow stables, dairy, workshops, and 5 cottages. Exceedingly fine pleasure grounds, with sloping lawns, 3 tennis or croquet lawns, herbaceous garden, rose and sunk gardens, very productive and well-stocked kitchen garden, vineries, hothouse, 2 orchards, together with extensive parklike land, extending in all to

78 ACRES.

The Lease of excellent mixed shooting over 3,000 acres is included in the sale.

The whole property is in excellent order and ready for immediate occupation.

Strongly recommended from personal inspection.

HARRODS (Ld.), 62-64, Brompton Road, S.W.1.

On the Western Slopes of the Cotswold, 800 ft. above sea level and overlooking the

### BEAUTIFUL VALE of EVESHAM.

THIS excellent RESIDENTIAL ESTATE, with a delightful stone-built Residence, standing in the middle of 200 acres of parkland, and containing hall, 6 reception rooms, billiard room, 16 bed rooms, bath rooms, ample offices, etc. Petrol gas, central heating, good water and drainage.

BEAUTIFUL GROUNDS

of parklike nature, studded with grand old timber, lake, tennis and other lawns, kitchen garden, together with home farm, in all

325 ACRES.

Stabling for eight, garage, cottages, farmery and farmhouse.

FOR SALE, FREEHOLD.

Joint Sole Agents:

HARRODS (Ld.), 62-64, Brompton Road, S.W.1, and Messrs. BURD & EVANS, Shrewsbury.

# MESSRS. HARRODS,

Auctioneers - Estate Agents - Valuers  
62 & 64, BROMPTON ROAD, LONDON, S.W.1

Telephone : Western One.

Telegrams : "Estate, c/o Harrods."





# Oldsmobile

**T**HE fine lines of the 25 h.p. Oldsmobile, its splendid finish, and its distinctive coachwork, are only the outward indications of the *character* that is built into the car. It has power in abundance—the power that dwarfs giant hills, that gives astounding speed when that's desired, and quickness on the get-away. And yet, because of its great flexibility, it will take you idling through congested traffic at a mile or two an hour without the gears requiring constant changing. These things represent but part of the performance of the all-efficient Oldsmobile—the one tremendous success in a light-weight, eight-cylinder car at a moderate price.

Send for full particulars to:—

**GENERAL MOTORS (EUROPE) LTD.**

**136, Long Acre, London, W.C.2**

Telephone: Gerrard 9626.

Telegrams: "Buickgen London."



# PELMANISM AND ENERGY.

"It Brings Your Mind into Action at Once," says a Pelman Student.

**I**N Business and Commercial life—as, in fact, in every other sphere of human activity—permanent success can only be won by those who possess energy, and energy rightly directed.

Perhaps more men and women have failed in life through lack of energy and application than from any other causes, and very frequently these failures have been the most disappointing and saddening of all failures, the failures of men and women of brilliant mental ability.

Lack of energy is one of the weaknesses which often seem to dog the footsteps of clever people. All through their lives their talents have proved their undoing. So quick are they at "picking up" things that they are apt to be tempted to neglect that steady application and mental discipline which is so necessary to those who wish to succeed in any undertaking. The fable of the hare and the tortoise has many a counterpart in contemporary life. People are attracted by the intellectual brilliance of an individual, they trust him, they give him opportunities—and then they are disappointed. He never quite "gets there." He is bored by routine. He lets opportunity after opportunity slip by. He gets the reputation of being "unreliable." And finally he is passed in the race of progress by those who may not possess his talents, but who have acquired that habit of persistent energy which he lacks.

## THE POWER-HOUSE OF ENERGY.

One of the most valuable features of Pelmanism to the men and women of the day is that, in addition to providing a complete course of mental discipline and training, and besides "bringing out" just those qualities which are of the greatest use in every Profession, Business, and Occupation, it actually develops, and, in fact, generates that energy which enables those who possess it to put their other faculties to the very best possible use. To those who apply themselves conscientiously to the lessons of the Pelman Course, Pelmanism is a veritable Power House of Energy. As a Pelman student writes in a letter quoted below, "it brings your mind into action at once," so that you never, through lack of energy and alertness, let an opportunity slip by. It makes you, in fact, "a live wire": one of those men and women who are invaluable to any business and in every position; one of those who, practically speaking, are almost bound to succeed.

"The 'little grey book,' which impresses me very much," writes the student referred to, "was the one which dealt with Human Energy. It brings your mind into action at once. . . . It makes you feel you are of some use to everyone. It makes you think for yourself. You cannot help being energetic. It makes your work come quite easy, and you take a great interest in your achievements. You feel that you must keep on working hard, for only by hard work and human energy can success come your way. I am sure that, with energy, your character changes, and your mental faculties improve. You begin to feel happier, you like your work. . . . and you jump at the chance of a more responsible job coming your way. I am sure we all have our definite aims, and only Human Energy will help us to carry them to the end."

## "AN ALL-ROUND MENTAL RENAISSANCE."

As the above letter implies, Pelmanism not only re-energises the mind, but it develops other valuable qualities as well, all of which make for efficiency in man or woman. This is stated more definitely in a letter recently received from a Sergeant in the Army, from which we quote the following paragraph:

"I have experienced," he says, "an all-round mental renaissance. I have learned the meaning of mental efficiency; I have come to appreciate its value. I have been brought to realise the importance of a good memory; I have been taught how to generate energy; the efficiency of my senses has been wonderfully improved—I 'observe' now where I merely 'saw' before; my Will-Power has been greatly strengthened;

I have learned to think connectedly and to work methodically; I have been shown how to concentrate; self-confidence and initiative have been developed; and my imagination has been stimulated. Other benefits I have derived, but it is unnecessary to proceed further—they are too numerous to enumerate here. Still, I have to admit that they are all attributable to 'Pelmanism.' Mark you, I do not speak at random, my eulogy is bestowed advisedly, for my improvement is self-evident and unmistakable."

He concludes with a reference to the "pleasure" he has experienced in going through the course and working out the papers, which, he says—as many thousands have also said—"are extraordinarily interesting."

## RAPID PROGRESS SECURED.

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It is a common fallacy to suppose, as this student supposed, until Pelmanism disproved the idea, that the qualities which make for success in life are "born" in the minds of a few exceptionally-favoured individuals, and that others do not possess them at all. Most people possess these qualities in some form, but in 99 cases out of 100 they are not developed, and are therefore made of little use. Pelmanism develops these qualities to the highest possible point of efficiency, and brings out the best that is in everyone. And such is the value of Pelmanism in business that many important firms have actually enrolled the entire staffs for a course of Pelman training, knowing that the cost of the fees—and these fees are very moderate and well within the reach of everyone—would be repaid over and over again in the increased efficiency of their employees. And employers find Pelmanism equally as valuable to themselves as to those they employ. Thousands of workers and hundreds of leading business and professional men are now practising Pelmanism themselves, and gaining great advantages from the course.

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*Yet the Pelman Course itself is perfectly easy to understand and to follow. It involves very little expenditure either of time or money, and it is as interesting to study as it is remunerative to practise. Full particulars are given in "Mind and Memory," which will be sent free on application to readers of THE MOTOR-OWNER, together with a reprint of "Truth's" latest Report on the work of the Pelman Institute, and particulars showing how to secure the Course complete at a reduced fee. Apply by letter or postcard to The Pelman Institute, 512, Pelman House, Bloomsbury Street, London, W.C.1.*





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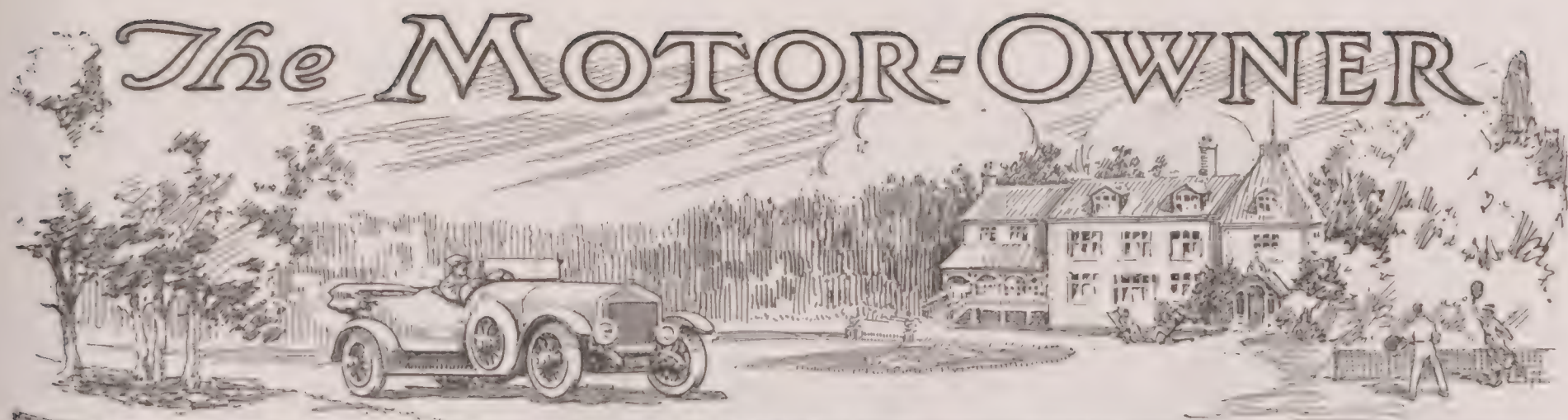
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Photo. by.

IN THE HEART OF LAKELAND.

G. D. Abraham.



The

# MOTOR OWNER



Vol. I.

JULY, 1919.

No. 2.

## EDITORIAL JOTTINGS.

The Great  
Revival.

It has been more than agreeable, during the past month, to note the outstanding vitality of the motoring movement, as evidenced by the great number of cars upon the road. With weather of the brightest, the Whitsun exodus in particular appeared colossal, and almost to recall the days before the war. In actual volume, however, it was less than the standard of 1914, for cars cannot be expected to last for ever, and when it is remembered that the majority of those in existence in that year were not new, and that five years of constant difficulty in the matter of repairs and spare parts have been experienced, it is remarkable that so many vehicles have survived. The fact should not be lost sight of by those who may be considering the purchase or otherwise of a car for the first time—when they can find one. The war has shown that a motor-car is durable to a degree that at one time seemed impossible, and is no longer a thing to buy and sell within a year. It can be kept so long, in fact, so far as wear is concerned, that the initial cost can be reduced to a negligible quantity in a long period of years.

The Inventive  
Spirit.

There is a lesson in this also for the producer. Fixity of pattern is a shibboleth that does duty in every trade, and has certain practical conveniences,

up to a point, for all concerned; but, if the motor industry is to tempt a man to buy a new car when he already owns one in perfect running order, it must provide something that embodies desirable improvements. New converts, of course, will keep the ball a-rolling so long as there is anybody left to convert, but eventually the inventive spirit will be the manufacturer's chief asset. At the present moment the fact is likely to be ignored, simply because everyone is wanting new cars at once, for practically none have been manufactured for several years; but when the demand has been fully met, as may be expected by the end of 1920, a second cycle of durability will have been reached in circumstances offering no manner of resemblance to those of 1919.

Still a  
Famine.

Meanwhile the famine in new cars remains practically unabated. Very few deliveries have been made, and even in populous London one might watch in vain for hours or days without seeing a 1919 model. Indeed, the showrooms themselves are mostly destitute in this respect. The coming month should disclose some improvement, but it is now quite clear that there will be no visible semblance of pre-war activity until the show season has arrived. In this connection it is pleasing to note that the Paris exhibition will be revived, and as it has been fixed for October—i.e., a month earlier than Olympia—there will be tangible signs of real bustle in the



motoring world somewhat sooner than was expected. Time was, of course, when the Salon de l'Automobile was the chief event of the year, but London long ago displaced Paris as a buying centre; nevertheless, it will not be surprising if British motorists cross over to Paris this year as in the old days, if only for the sake of enjoying the luxury of seeing a brilliant display of new cars *en masse*.

A New Campaign. Good work has been accomplished of late by the Automobile Association, which is holding a series of meetings in various parts of the country for the purpose of protesting against the present price of motor spirit, and of urging upon the Government the necessity of securing an adequate supply of home-manufactured benzole. The interests of road transport imperatively require that legislative effect should be given forthwith to the Fuel Research Board's report on gas standards, and its demand for the "scrubbing" of gases by the various gas companies throughout the land. The modern system of government, however, is to bring about no reform except in response to clamour, and in initiating a legitimate agitation as to transport needs the Automobile Association has embarked upon a highly laudable campaign.

What are the Clubs Doing? As a matter of fact, not only on this question but on many others, the motorists of this country need rousing into concerted action. The question is, therefore, unavoidable—What are the provincial clubs doing? Some years ago there was a battle royal between the Royal Automobile Club and the A.A. and M.U. as to the enrolment of the county and other local Automobile Clubs as affiliated bodies. For some time the issue was in doubt, but in the long run the R.A.C. triumph was complete. None the less we now witness the paradox of the A.A., without any affiliated clubs, conducting a vigorous provincial campaign, while the R.A.C. appears to be resting on its oars. Not only does the situation, on public grounds, call for all hands to the pump, in respect of transport needs, but there is the further need for the R.A.C. to inspire its affiliated clubs to action for its own sake. What is there otherwise to prevent the A.A. from being regarded as the patron saint of provincial motoring?

Road v.  
Rail.

So far, moreover, the R.A.C. has sounded no clarion note on another matter which is vital to its own existence and to that of every owner of a car—namely, the attack upon the freedom of the road which is threatened by the egregious Ways and Communications Bill. Every effort has been made by its promoters to bamboozle the public into the belief that this is a great measure of national benefit; but not a fact has been produced to show that it is aught but a Railway Relief Bill pure and simple. As such, it is a menace to every user of the highways, for were it otherwise there would have been no need to place the roads under the control of a railway magnate, armed with peculiarly despotic powers. If he does not seek to strangle road locomotion, why does he want to deal with the roads at all, when nothing more was needed but that the Road Board should be restored to its pre-war position, and invested with greater executive power? The Bill is patently the inception of railway megalomania, and does not manifest the slightest sympathy with the users of the roads; the attempted union of roads and rails, indeed, is so extraordinary an idea, so entirely outside the dictates of normal reasoning, that none but a railway director in difficulties, or with an axe to grind, would ever have conceived it as a possibility. Meanwhile motorists and all other road-users are threatened with a serious danger, and, despite the stage which the Bill has already reached, they must relax no efforts, but fight it to the bitter end.

Our  
Welcome.

With no desire to boast, but in order to satisfy the desire of many friends, we may state herewith the nature of the reception accorded to our first number. In a word, it spelt success—immediate and complete. Although we had printed a very large issue, the demand exceeded our most sanguine expectations. The edition, in fact, was exhausted within twenty-four hours of publication, since when we have been besieged with requests from every part of the country for copies which we were unable to supply. We tender our regrets to those who were disappointed, and take the opportunity of pointing out that an advance order to a news-agent is the only certain method nowadays of obtaining any wished-for periodical.



## THE CALL OF THE SEA.



Though new models are still all but unobtainable, the number of cars which have survived the war is nothing if not surprising. Mr. Lipscombe here depicts a scene which typifies the coming and going of the countless motorists who have responded to the call of the sea.



## THE RAILWAY RELIEF BILL.

**F**RIGHTENED by the measure of its losses on the railways during the war, the Government has ignored the claims of all other methods of transport, and has swallowed at a gulp the astounding scheme put forward by Sir Eric Geddes, by which he is to be the sole controller of land locomotion in every form. He is even credited, according to Lord Montagu of Beaulieu, with having asked for the control of shipping, and—will it be believed?—of aircraft as well; in which case it would be hard to find in English history so outstanding an example of *tête montée* in the sphere of administration.

Into the question, however, of whether the country would gain by the creation of a Ministry of Transport we do not propose to enter here. It may be, as has been asserted, that the ultimate intention of the Government is to nationalise the railways, and if so that is a political question outside the scope of this magazine. But what we do wish to emphasise is that any scheme which places roads and railways under one and the same head is rotten to the core. It would be unjust to suggest that never by any chance could Sir Eric Geddes become a satisfactory Minister of Transport. He was, though a stranger to ships and the sea at the time of his appointment, certainly a capable First Lord of the Admiralty. So may he, in course of years, become appreciative of the claims of the road and the road-user. At the present time, however, he has made himself suspect by what he has said, and even more by what he has left unsaid. If it were necessary or desirable to link all forms of locomotion, the choice of the administrator of so far-reaching a responsibility should be vested in a man of wide experience in every field concerned. He has given the impression of being a railway man, out and out, and of being likely in consequence to "run the show" entirely from the railway point of view.

So far from this premise being an aspersion on his catholicity, one could hardly do him a greater wrong than to express aught to the contrary effect. For his every reported utterance on the subject of the Ways and Communications Bill has been in the nature of an advocacy of railway interests, and of the necessity of preserving the companies from loss.

The interests of road-users he has brushed aside as unworthy of consideration, and the only use he can find for roads is as feeders to

his beloved but apparently parlously conditioned railways. Not only does he stand forth, naked and unashamed, as a railway advocate, but he has not even attempted to assert that, despite his career and predilections, he will hold the balance fairly between opposing interests. The road-user he frankly ignores as a being without rights and in every way a negligible personality.

Any motorists who are prepared to stand this contemptuous flouting without protest will richly deserve all they get. But the issues at stake concern far greater numbers than the ranks of motorists include, and no effort should be spared to show the public that the bolstering up of railway undertakings is an out-of-date proceeding and to the country's detriment.

The whole spirit of the age is against rail locomotion on restricted lines of route; the future lies with the roads, and to some extent, indeed, with the air. What mechanical road transport on a large scale can effect has been signally displayed throughout the war; without the British army lorries it would never have been won. Where there were no roads, it is true, some light rails were laid down as supplements, but the only lesson that appears to have been learned from the war is that these trench railways can be used up on this side for the purpose of spoiling our roads, and enlarging instead of decreasing the system of obstructive and inflexible traffic.

Does the country want this? It has only not said so because it has not fully realised all the ills that will supervene if Sir Eric Geddes is allowed to carry out his fell schemes; there will be outcry enough, however, when the mischief has been done.

Finally, it may be asked what is the nature of the influence through which the Government has done nothing up to now in the way of redeeming its pledge to motorists in respect of petrol taxes and the Road Board. The money was earmarked in 1909 with a definite guarantee from Mr. Lloyd George that it should be expended solely "in connection with the exigencies of the motor traffic of the country." It was diverted for war purposes in 1915, and has not yet been restored.

Meanwhile our roads stand in urgent need of reconstruction and improvement, the dust evil threatens to be recrudescant, and all the consolation that motorists or the country generally are afforded is the handing over of our highways to a dictator with undisguised prepossessions for railway methods.



# MOTORING IN LAKELAND.

By GEORGE D. ABRAHAM, Author of "Motor Ways in Lakeland,"  
"The Complete Mountaineer," etc., etc.

ONE advantage of the great war is that it has taught the Briton to appreciate his native land, and thousands of travellers have perforce learnt that our English lakes and mountains have an interest and beauty unsurpassed by anything abroad. Thus, with cars once more upon the highway, there is every promise that during this wonderful summer the English Lake Country will be selected as the Mecca of innumerable motorists. This will be a wise choice, for the war flood has swept wide of the heights, and the roads, with one or two noted exceptions, are in better condition than ever before. Many holidays are needed to exhaust the charm of the quiet dales where blue lakes gleam in the shade of purple peaks—that lofty land of corrie and fell where the ravens dwell and cataracts dash evermore.

At present a good many motor-wanderers are paying their first visit to Lakeland, and to such the writer would indicate how to make the best of a somewhat complicated touring-ground. Most

tourists approach the district from the south, and at present there is only one route that can be fully recommended, that is by Kendal, Staveley and the main road to Winder-



ON THE WAY FROM AMBLESIDE TO LANGDALE.

mere Village, about a mile from Bowness, on the margin of the Lake. Timber traffic has played havoc with the Furness approaches, and



CLIMBING HOWTOWN HOUSE.

(Motorists visiting the Ullswater district should ascend this hill for its beautiful summit views.)



the only fair alternative would be to leave the North Road at Levens Bridge and make for Lindale. There should come the swing to the right, up the well-known Lindale Hill, and from its crest is seen that wonderful first greeting of the Lakeland mountains ere the way dips down to Newby Bridge at the foot of Windermere. Unfortunately the road thence to Bowness is in bad condition, and coming at the end of a long day's ride may be very temper-trying. Bowness is famed for its splendid hotels and makes a capital halting-place.

The main trunk road through the district from Windermere to Keswick ( $21\frac{1}{2}$  miles) may be reached by a short cut along the Lake shore from Bowness, and where this side road joins the other is an important feature, often overlooked by

hurrying motorists. This is known as Cook's Corner, and on the right a sharp turn strikes up to Kirkstone Pass for Ullswater by Troutbeck Valley. It is useful to know that this gives the easiest gradients up the notorious pass which has achieved fame on account of the steep as-

cents from Ambleside and Low Wood. From Cook's Corner it is a comparatively easy climb, and some may prefer to approach Keswick by the more circuitous and comparatively infrequent route. In this case a full day's outing can be made by extending the run to Haweswater, the loftiest and least known of the lakes, which is shortly to be turned into another water supply for Manchester.

A splendid road runs the full length of Ullswater to Pooley Bridge, where lovers of quiet, unspoilt lakeland might well turn off for a trip to Howtown, on the easterly shore of Ullswater. There is a good hotel here and beyond it a wonderful test-hill, sometimes called the English Stelvio on account of its unique series of "hair-pin" bends. Unfortunately there is at present no continuation of this

interesting road beyond the head of the valley, and the return must be made to Pooley Bridge. In the next valley to the east Haweswater gleams peacefully under High Street, and Mar-dale Inn at its head may be reached after nearly 14 miles of pleasant running by Celleron and Askham. For the return journey and the approach to Keswick, the way by Penrith and the main road gives probably the best route. This day's round would involve a distance of about 80 miles.

To revert to the main trunk road in the Windermere district, it may be of interest to point out the best day's run for those who linger awhile in this favourite neighbourhood.

The first plan is to reach Ambleside at the head of Windermere, whence three good roads lead

to Coniston. Undoubtedly the most picturesque route is by Hawkshead, the quaintest of old-world villages, where Wordsworth went to school. The ancient dwelling where he lodged is now wisely protected by rails, for it was gradually going to America. From near



KIRKSTONE PASS, WITH BROTHERSWATER BELOW.  
(The car has reached the top of the steep ascent from Patterdale.)

Hawkshead there is a good climb up to High Cross, where wonderful views are encountered during the descent into the vale of Coniston. Care is needed to take the left-hand turn near the beginning of the descent and thus reach the easterly shore of Coniston Water. Brantwood, Ruskin's home, is passed by the roadside on the left, and hereabouts there are magnificent glimpses of the Old Man, whose bulky mass is always a feast of colour splendour.

At Nibthwaite a road to the right leads round the foot of the lake, and below Beacon Crag the array of mountains, crouching range upon range, affords a scene of its kind unsurpassed in the country. Torver should next be attained, and after a somewhat less striking run along the west side of the valley the village of Coniston is reached. The main attractions here are the





G. D. Abraham

ULLSWATER, FROM NEAR THE CREST OF HOWTOWN HOUSE.

Photo by]



Ruskin monument in the churchyard, and the Museum. Great Langdale is the next objective, and a delightful ride up shady Yewdale, with grey, purple crags towering over leafy avenues, gives access to the heights of Oxenfell.

Shortly beyond the summit a road turns sharply to the left and leads down by Colwith Bridge and so through pretty woodland scenery to Elterwater Village. Soon the shapely Langdales Pikes are visible on the left, and these gather in grandeur as the valley way is followed to Dungeon Ghyll Hotel, a capital halting-place. The return to Ambleside may be made direct down the valley, but the writer would strongly advise turning upwards to the left at Chapel Stile, and thus climb the long easy hill to the summit of Red Bank, above the famous test hill. The descent of this into the alluring depths of Grasmere's peaceful vale is nothing to modern well-driven cars, and the way thus followed by the main road runs back to Ambleside by the reedy shores of Rydal, and makes a pleasant ending to a memorable day's journey of about 50 miles.

Then the main trunk road may carry us pleasantly northwards over Dunmail Raise, and by Thirlmere to Keswick. The way along the west side of Thirlmere is more attractive than that on the east, and some think it is the most beautiful road in Britain. At the northerly end of the dale there is one sudden corner with its startling revelation of Raven Crag rising overhead in huge, savage splendour of clean cut crag and larch-clad scarp—a sublimely impressive scene.

The town of Keswick itself has little of arresting interest to motorists excepting some very awkward blind corners and a quaint Town Hall with paved surroundings, where cars may be left during a passing inspection of the adjacent points of interest. It is no uncommon sight to see three or four dozen cars of all sizes and shapes resting here during the heat of the day.

Derwentwater, the Queen of the Lakes, is the main feature hereabouts, and the 10-mile journey

round its shores should not be missed, whilst the beauties of Borrowdale can be easily seen at the same time. The circuit of Bassenthwaite Water (18 miles), though somewhat tamer, is also worth making, whilst for the sporting motorist the trip round Skiddaw through John Peel's country has much of fascination. This latter run of about 38 miles needs careful driving; the roads are good but narrow.

To complete the entire circuit of the lakes, it is necessary to make the southerly way by skirting the westerly dales wherein repose the gems of Lakeland.

At the outset the valley of Buttermere might be reached, and it should be noted that neither Honister Pass nor Newlands is now suitable for average cars. Whinlatter Pass affords the best route, and the climb up the larch-clad slopes, with Bassenthwaite gleaming far below in summer sunshine, is an experience to be remembered. After a long descent into Lorton village the road can be followed along the impressive shores of Crummock Water and Buttermere and into the jaws of Honister Pass.

The return should be made to the main road at Scale Hill Hotel, whence by shady Loweswater the way lies over Fangs Brow to Lamplugh and Ennerdale Bridge. Here there is a deserving  $2\frac{3}{4}$  mile detour to Angler's Inn by Ennerdale Water. From Ennerdale Bridge a good road leads through the less interesting iron ore country by Wath, Egremont, and Calder Bridge to Gosforth, where another cul-de-sac amongst the mountains holds Wastwater, the grandest of all the lakes. The divergence to the climbers' hostel at the very head of the lonely dale, where some day the Sty Head Road may become a reality, involves a delightful run of 10 miles in each direction, and those who wish to break their journey might remember that Seascale is only a mile or so from Gosforth. The distance thus far covered from Keswick is about 75 miles, while to the main road at Levens Bridge is another 55 miles.



ONE OF THE ROCK CUTTINGS ON THE WEST SIDE  
OF THIRLMERE.

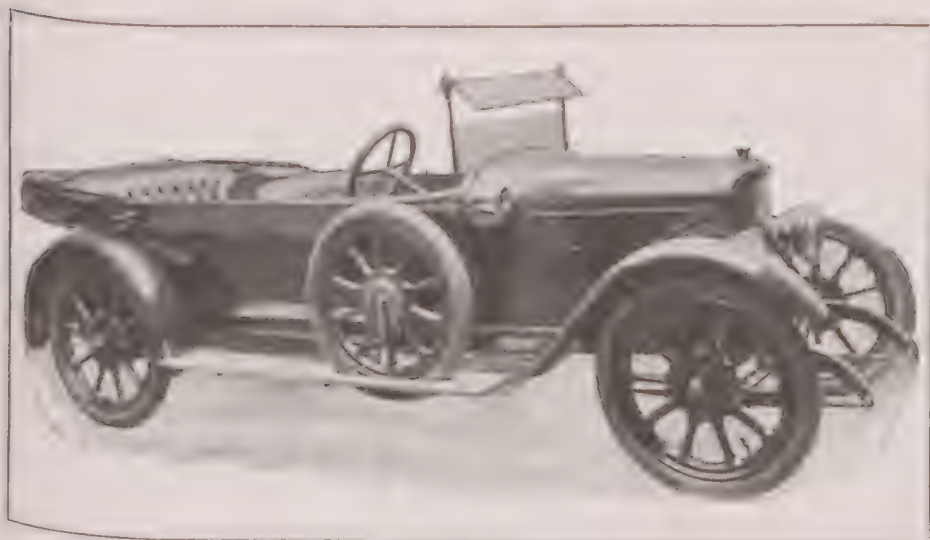


# THE CARS OF 1919.

## A Veritable Famine.

**T**HERE is no good in mincing matters, and the fact must be admitted that new cars for 1919 are coming along with painful slowness. Some, indeed, only exist on paper, while there are cases in which not even designs have been completed, and we know of at least one important firm which has

If anything, indeed, the foreign manufacturers are in a worse state than our own. The French and Belgian industries, of course, are more or less disorganised, but whereas it was under-



THE 15 H.P. BELSIZE.

little hope of having anything to show at Olympia itself.

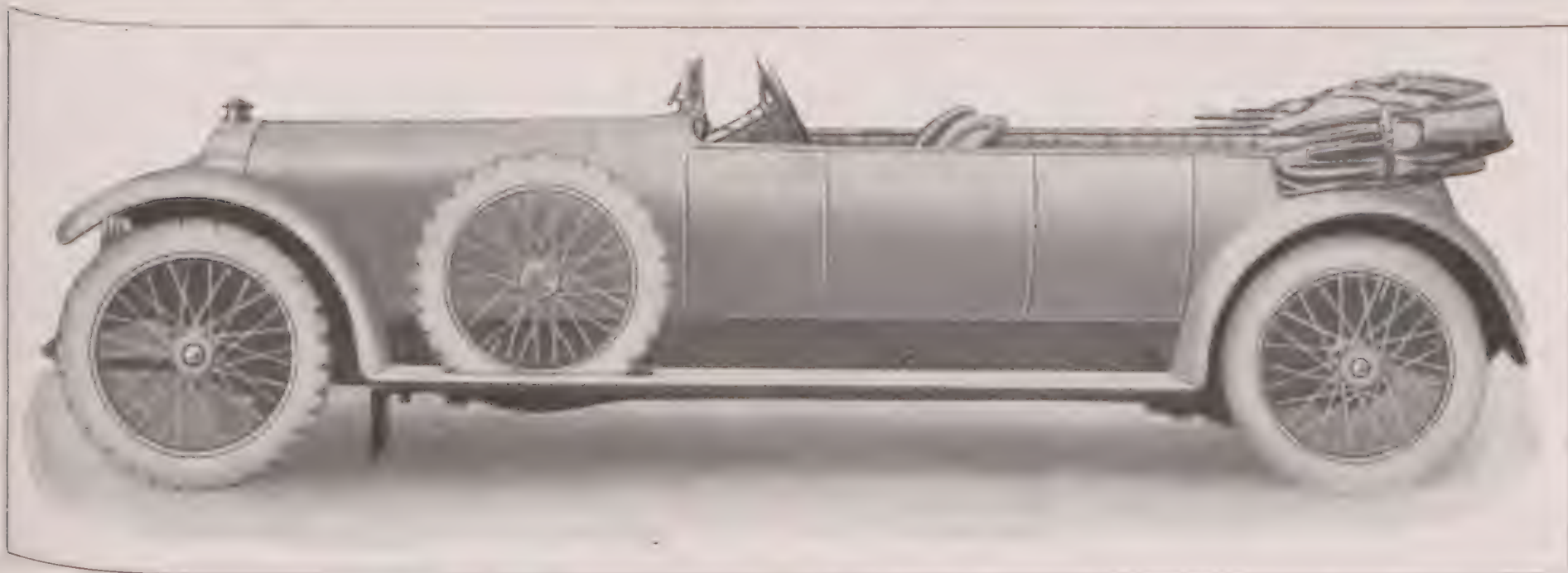
Even those manufacturers who were earliest in the field with announcements of new models, and promises of delivery in the spring or early summer, have mostly been unable to send up



THE 8 H.P. BLÉRIOT-WHIPPET.

stood that Italy had been able to keep her factories going to an appreciable extent, it now appears that labour troubles have been responsible for serious delays in production, and the chief Italian company, the F.I.A.T., inform us that they do not expect any deliveries to be made in this country before the end of the year.

On the other hand, the American makers



THE 40 H.P. POST-WAR LANCHESTER TOURING MODEL.

cars to their London showrooms. Any hope, moreover, that the Continental firms might be able to supply the deficiency has been effectually dissipated.

have managed to get a few cars through. The war did not cause them any serious interruption in their output, and the only factor of moment with which they have been faced is that of



import restrictions on this side. American cars which have actually arrived in England are dealt with in another part of this issue, while we publish below the more salient details as to certain European cars which have materialised to the extent of illustrations of complete models being available, together with particulars of other models which have emerged from the stage of design. On the question of deliveries, however, it would be futile to mention anything in the way of actual dates.

## A.C.

The 1919 model of the A.C. is equipped with a 10 h.p. water-cooled engine, the bore and stroke of which have been increased to 66 mm. and 109 mm. respectively. Three forward speeds are employed and a new A.C. disc clutch is fitted. A C.A.V. dynamo lighting set is standardised, and the rear-axle has been redesigned. The wheel-base is 8 ft. 6½ in. and the track 3 ft. 10 in. As regards the body work, four types are being produced—namely, a two-seater, a clover-leaf three-seater, a sporting model, and a coupé. No prices are as yet available.

## ARMSTRONG-SIDDELEY.

Probably this name is familiar to our readers, and suggests a mixture of the Armstrong-Whitworth and Siddeley-Deasy cars. These two firms, as a matter of fact, have now amalgamated. It is proposed to produce a six-cylinder car (3½ in. × 5¼ in.), with overhead valves. Few particulars are as yet available, but we may state that an electric engine-starter and electric lighting will be a feature, while the radiator and bonnet will be redesigned. Cantilever springing will be employed, and all brakes will be on the rear wheels. The chassis price, including electric lighting and starter, tyres, foot-boards, wings and dash-board, will be £660.

## A.V.

With a view to increasing the stability of the car the makers of the A.V. have decided that the wheel-track of the front wheels shall be 3 ft. 4 in., whereas the rear track will be only 3 ft. An 8 h.p. water-cooled J.A.P. engine is used, and the frame is underslung from both axles, being suspended on cantilever spring.

## AUTOCRAT.

Fitted with an 11.9 h.p. four-cylinder, 69 mm. × 100 mm., J.A.P. engine, the Autocrat light car has its cylinders cast *en bloc*. The engine-starter, lighting, and horn are elec-

trically operated and three forward speeds are provided. For the two-seater and coupé models the wheel-base is 8 ft. 6 in., while for the four-seater the base is 6 in. longer, the wheel-track in both cases being 4 ft. The prices are:—Two-seater, £395; four-seater, £425; and coupé, £450.

## BELSIZE.

The 1919 Belsize has a 20 h.p. four-cylinder monobloc engine of 90 mm. × 110 mm. Four forward speeds are employed, and the equipment includes an electric engine-starter. The wheel-base is 9 ft. 8 in. and the track 4 ft. 4 in. The price for a two-seater is £470, and a four-seater with torpedo body is £540, the engine-starter in each case being £30 extra.

## BIANCHI.

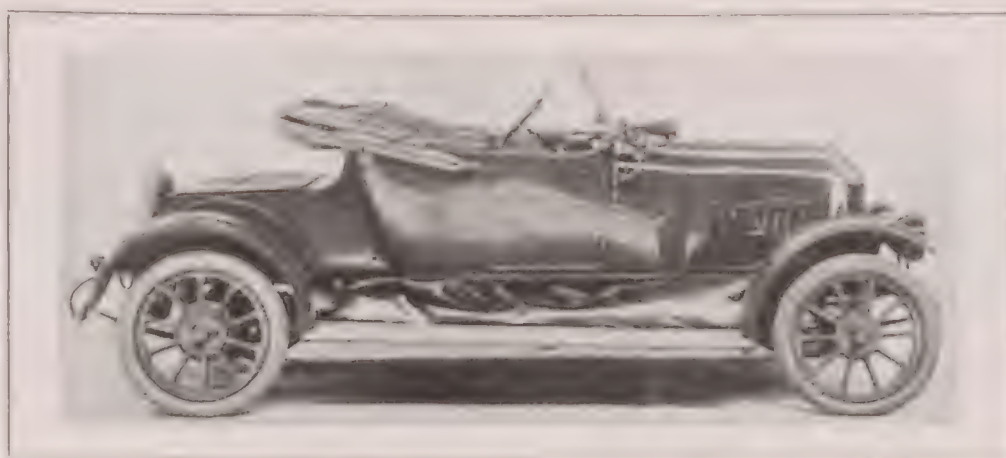
This product of Italy is now visible in London in its post-war form. The 12 h.p. four-cylinder engine is a monobloc casting, the bore and stroke being 65 mm. × 110 mm. The C.A.V. system provides the engine-starting power and lighting; the petrol tank is at the rear, and the Stewart method of vacuum feed is employed. A Zenith carburetter is fitted, and there are three forward speeds. The wheel-base has been increased from 7 ft. 10 in. to 8 ft. 4 in., while the track remains at 4 ft. 3 in. No prices are as yet available.

## BLÉRIOT-WHIPPET.

There are many interesting features in the new Blériot-Whippet, which is the outcome of the well-known firm which manufactured Blériot and Spad aeroplanes in England. The Whippet is designed to provide a safe sporting car, though a moderately priced and reliable one. A twin-cylinder 8 h.p. Blackburne air-cooled engine is fitted, with a bore of 85 mm. and a stroke of 88 mm. The

change-speed and brake levers are placed centrally, and the engine-starter is operated by a lever on the driver's right-hand side. Comfort is secured for the man at the wheel, the driving seat being reasonably distant from the various controls, while the steering column is

raked with a view to minimising wrist and arm fatigue. Gear changing, it is claimed, can be performed without declutching, an ingenious device having been introduced whereby this operation is easily accomplished. The magneto is of the Thomson-Bennett type, and the carburetter is on the automatic single control system. An internal expanding hand-brake operates on the countershaft, the foot-brake being applied to the shoe on the rear axle belt rim. Transmission is by a roller chain and countershaft gear, and thence to the rear axle by a central V-belt running through



THE 11.9 H.P. MORRIS-COWLEY.



THE 11.9 H.P. MORRIS-OXFORD 4-SEATER



enclosed aluminium cowling. The provisional price is £175.

#### CALCOTT.

Interchangeable valves are employed in the four-cylinder 10.5 h.p. (65 mm.  $\times$  110 mm.) Calcott car. The valves are enclosed and on one side of the engine. A dynamo lighting set is included in the price of the car, which is £335 for a two-seater and £395 for a cabriolet. These prices, however, must be regarded as provisional.

#### GRÉGOIRE-CAMPBELL.

Well known at Brooklands as a racing motorist, Mr. Malcolm Campbell is concessionaire in this country for the Grégoire car, which will be known as the Grégoire-Campbell. Speed is claimed to be a feature of the car, and its engine has four cylinders of 85 mm.  $\times$  130 mm., and is rated at 17.9 h.p. The valves are interchangeable. An engine-starter is provided, with a gear-driven dynamo, though they are separate units. The chassis price, including an eight-day clock, a gear-box driven speedometer, revolution counter, water thermometer gauge and dynamo switch-board, is £850.



THE 10 H.P. SINGER.

#### G.W.K.

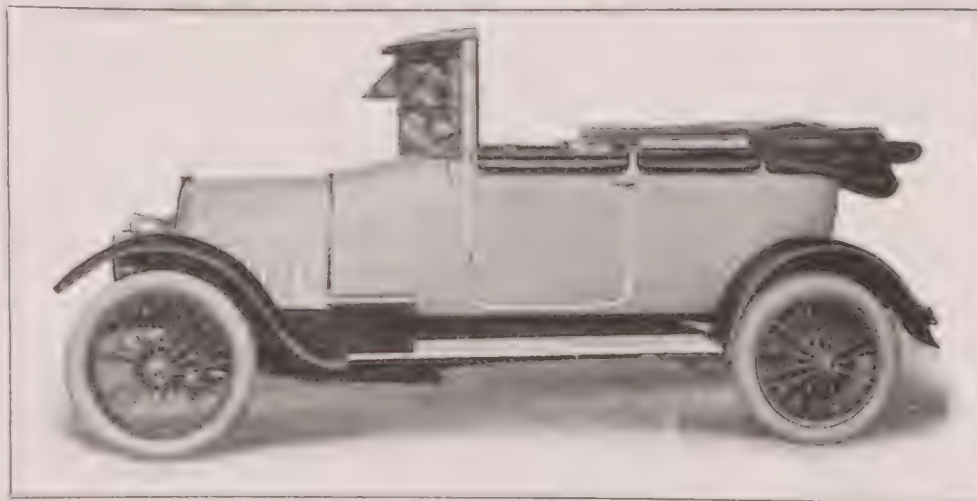
Friction gearing is again the main feature of the 10.8 h.p. G.W.K. car, variations in the gear ratios being obtained by sliding the friction disc to the outer diameter of the driving member. The engine has four cylinders of 66 mm.  $\times$  100 mm., cast *en bloc*, with a detachable head. A Zenith carburetter and M.L. high tension magneto are provided, and there is an auxiliary starting lever by the driver's seat in addition to an engine-starter. A 6-volt C.A.V. lighting set is supplied, and the provisional price of the complete car is £275.

#### LAGONDA.

A luxurious coupé body is a standard fitting of the two-seater Lagonda model, and it can be opened or closed at will. The four-seater model has a Cape-cart hood with detachable side curtains. The engine, which is rated at 11.9 h.p., has four cylinders, with a bore of 67 mm. and stroke of 77.8 mm. cast *en bloc*. Large overhead valves are employed. The central system of change-speed control has been adopted. The two-seater coupé model is priced at 275 guineas and the four-seater at 285 guineas.

#### LANCHESTER.

While embodying all the successful features of Lanchester pre-war design, efforts have been made to eliminate points which are either little understood or against which prejudice exists. The worm transmission, silent epicyclic change-speed gear, and cantilever suspension are among the notable features that are retained. The engine is of



A 12 H.P. BIANCHI LANDAULET.

40 h.p. (38.4 h.p. by R.A.C. rating), with six vertical cylinders, 4 in.  $\times$  5 in. Overhead valves, slightly inclined from the vertical, are so disposed that they may be removed without dismantling the camshaft, the valve mechanism being enclosed by an aluminium cover. A spray carburetter is superseding the wick type which has up to now been a feature of the Lanchester. The electric engine-starter and lighting generator form an integral part with the engine, the starter engaging with a free-wheel clutch and being operated by a button. The chassis price has been fixed at £1,500, which includes electric starting and lighting, tyres, spare wheel and carrier, speedometer, clock, two oil gauges, two electric meters, two complete separate ignitions, bulb horn, tools, step-boards, and number-plates.

#### MINERVA.

Reconstruction in the case of a firm whose factory is in a part of Belgium, which was eight months ago, in enemy occupation, is a difficult problem. The Minerva works at



THE 10 H.P. A.C. LIGHT CAR.

Antwerp were absolutely stripped of all plant, though the buildings were not severely damaged. However, the work of reconstruction has started, and, although no actual



models are visible, we are able to give some particulars of the new cars. Two chassis will be built, a 30 h.p. six-cylinder and a 20 h.p. four-cylinder. Each will have monobloc engines, of 90 mm.  $\times$  140 mm., and with the exception of the number of cylinders and the wheel-base, which is 9 in. longer in the case of the six-cylinder model, the details are identical. An S.E.V. electric engine-starter will be fitted, and cantilever rear springs will be employed, while a new radiator with the front portion rounded will be a new feature. The prices have been provisionally fixed at £940 for the four-cylinder chassis and £1,150 for the six-cylinder chassis.

#### MORRIS-COWLEY AND MORRIS-OXFORD.

Two cars emanating from the same works at Cowley, near Oxford, are practically the same with the exception that the Morris-Cowley is a less finished article than the Morris-Oxford. Both have the same engine, an 11.9 h.p. monobloc of 69 mm.  $\times$  100 mm., with a detachable head. The Oxford model has a Lucas engine-starter, but this is not found on the Cowley. Both have attractive pointed radiators and three-quarter elliptic springs with an under-slung back axle. The provisional prices are:—Morris-Oxford two-seater, £335; four-seater, £365; coupé, £425. Morris-Cowley two-seater, £285.

#### PANHARD.

Three chassis will be manufactured at the Panhard works for 1919—a four-cylinder 12 h.p., of 70 mm  $\times$  140 mm; a four-cylinder 18-22 h.p., of 85 mm.  $\times$  140 mm.; and a four-cylinder 28 h.p., of 105 mm.  $\times$  140 mm. The 12 h.p. model engine has a monobloc engine with enclosed valves, while the other two models have Knight sleeve valves, the cylinders being mounted separately. V-shaped radiators will be employed on all models. The 28 h.p. model will be equipped with a new pattern multiple jet carburetter, while the Panhard automatic carburetter will be in use on the other models. The provisional prices, including import duty, have been fixed as follows:—12 h.p., £700; 18-22 h.p., £1,030; 28 h.p., £1,250.

#### PHOENIX.

No car is as yet actually visible, but the programme of Phoenix Motors will be the production of a four-cylinder 11.9 h.p. car, with a 69 mm.  $\times$  100 mm. monobloc engine, the valves being enclosed and adjustable. An electric engine-starter and lighting outfit may be fixed at an extra cost of £40. The provisional price of the complete car with a deep-seated Victoria body carrying three abreast, and ample luggage accommodation, is £350.

#### RENAULT.

Apart from the fact that there will be three four-cylinder models—the 13.9 h.p. (75 mm.  $\times$  120 mm.), 15.8 h.p. (80 mm.  $\times$  140 mm.) and the 22.4 h.p. (95 mm.  $\times$  160 mm.)—and one six-cylinder model—the 37.2 h.p. (100 mm.  $\times$  160 mm.)—few particulars are available about the Renault, except that the S.E.V. engine-starting and lighting system will be introduced. Otherwise no material change is likely, and no prices can as yet be stated.

#### RICHARDSON.

Simplicity and reliability are claimed for the new Richardson car, which has an 8 h.p. air-cooled J.A.P. engine. Friction drive is employed, there being three forward speeds. The wheel base is 6 ft. 6 in., and the track 3 ft. 9 in. The provisional price is £175.

#### ROLLS-ROYCE.

An innovation in the Rolls-Royce for 1919 is the fitting of an electric engine-starter. For the most part, however, the chassis details have undergone no alteration. The engine remains as before, a six-cylinder of 40 h.p. to 50 h.p., with 4½ in. bore and 4¾ in. stroke, the cylinders being cast in complete groups of three. Special study has been devoted to the Rolls-Royce carburetter, with a view to the use of benzole at option, for which purpose alternative floats will be available. The firm states that the engine will work with benzole without these special floats, but will not run so nicely at slow speeds. The ignition system includes two separate equipments, which can be used independently or in conjunction. The price of the chassis has been fixed at £1,450.

#### SINGER.

One of the first British firms to deliver their new cars was the Singer Company, and this was possible owing to the fact that the firm has been making cars for the Government during the war. The new model is a 10 h.p. four-cylinder, of 63 mm.  $\times$  88 mm., the cylinders being cast in pairs. An engine-starter is now fitted and the radiator, of the rounded type, has been improved. A Thomson-Bennett magneto is now used. The provisional price of the chassis is £350.

#### STRAKER-SQUIRE.

Cast separately on aeroplane lines, the six cylinders of the 20-25 h.p. Straker-Squire have a bore of 80 mm. and a stroke of 130 mm. The rear springs are of the cantilever type, with hydraulic shock absorbers. Lucas electric lighting is fitted, the same system being employed for the engine-starter. A theft-preventing device is included in the price, which is provisionally £1,100, and a clock, speedometer, and engine speed indicator are also supplied. We understand that the British Motor Trading Corporation has secured the selling rights of the Straker-Squire car for the greater part of England and for the whole of Scotland.

#### VERMOREL.

No models of the Vermorel car are as yet to be seen in London, but we understand that the new car will have a 12.1 h.p., four-cylinder monobloc engine, of 70 mm.  $\times$  130 mm. An electric engine-starter is to be fitted and the Lanchester type of springing will be employed. The radiator will be round-fronted. No prices are as yet available.

### A USEFUL MANUAL.

A handy and very useful manual is the Automobile Association and Motor Union "Handbook," the 1919 edition of which has just been issued. Though compact in form, it contains no fewer than 480 pages, the major portion of which is devoted to a very full directory of towns and villages in the United Kingdom, with appended information in each case as to distances, hotels, and motor-car agents.

As compared with previous editions, the "Handbook" embodies several new features. Populations are now stated opposite the towns, together with the market and early closing days, while the latest times for posting letters are also given, and the distances to adjoining places.

Among other useful sections are those devoted to touring, motor-car law, speed limits, and road-side telephone services, etc. The manual, in short, is so indispensable that, even if membership with the Association conferred no other advantages, the motorist might very well join it for the sake of the "Handbook."



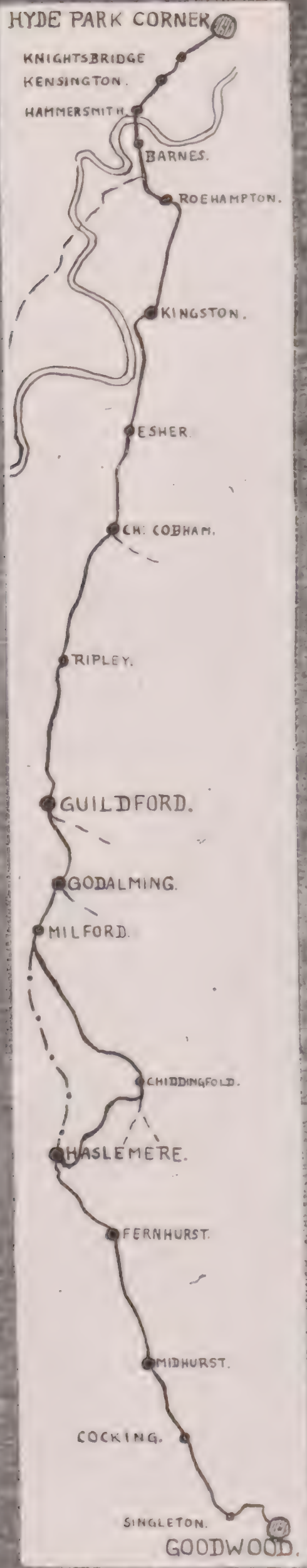
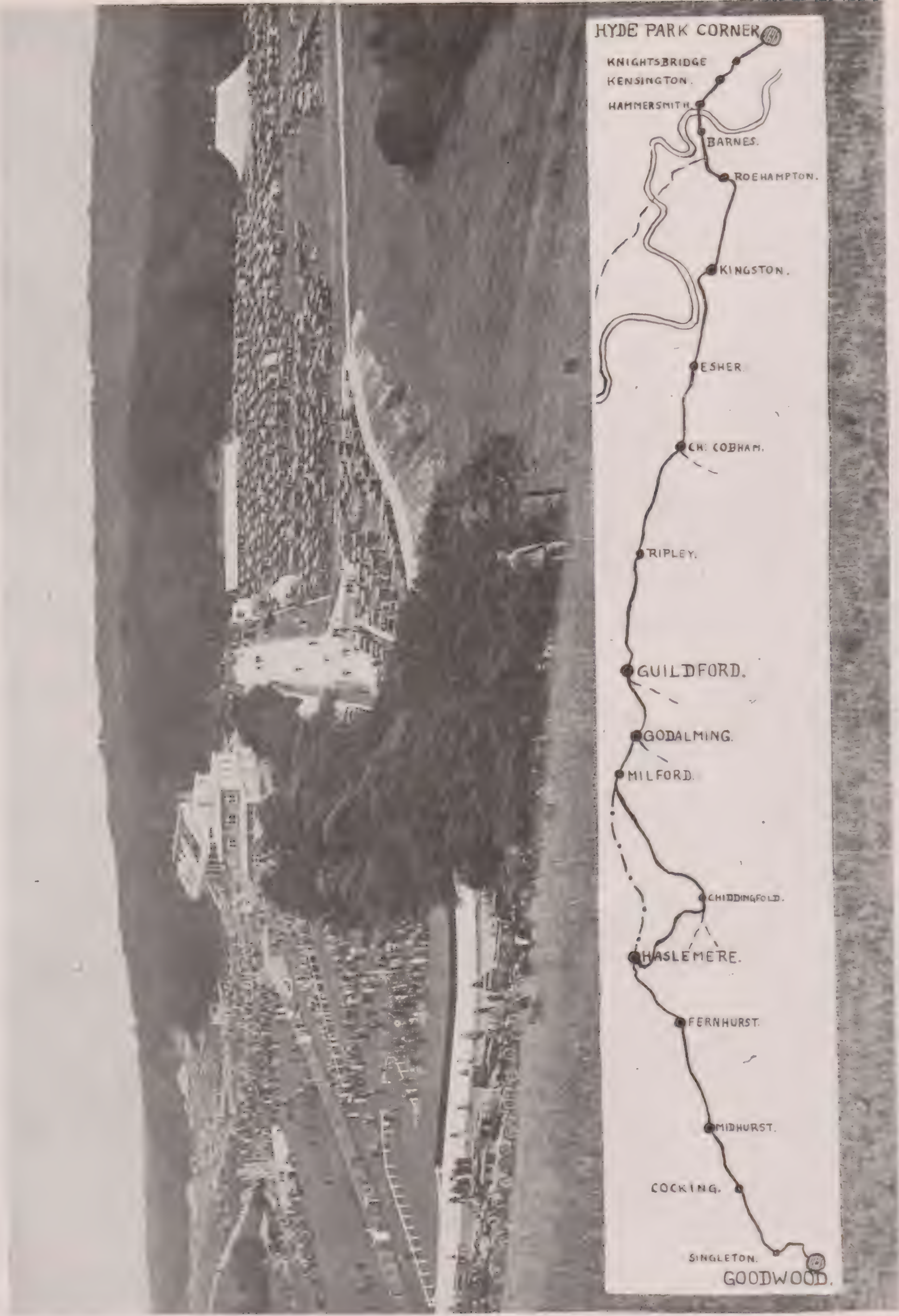
# THE NEW "KING COAL."



MINER (*on foot*): "HELLO, GEORDIE! OFF TO THE RACES? WHERE DID YE HIRE THE CAR?"  
MINER (*at the wheel*): "HIRE BE BLOWED! WE BOUGHT THE BLOOMIN' THING!"



# Glorious Goodwood



Our illustration affords a characteristic view of the Goodwood Racecourse, and demonstrates the popularity of the meeting among motorists. Not only are cars innumerable, it will be noticed, packed closely in the enclosure on the right, but they even overflow to the opposing hill in the foreground. Inset is a route map.



# THE SOCIAL WHIRL.—By MARCUS.

"AFTER the war," the idealists used to prophesy, "all will be changed." No longer would Society crowd into the capital for the "sweet of the year," and flock therefrom to conventional meeting-places to look on at races and pageants and shows. Instead, it would proceed by byways to the beauty-spots of the islands, and indulge in quiet meditation on the lessons of the great upheaval.

Well, the prophets were as wrong over Peace as they were over War. Precisely are we as we were—only more so. A veritable passion for "pre-war" is to be noted. As a claim on our obedience the social calendar is second only—if, indeed, it be second at all—to the Ten Commandments. Epsom, Ascot, Henley, Goodwood—to such carnivals we go as pilgrims to a series of Meccas, the only novelty in the spirit of our going being a little habit we have of touching ourselves as we speed along the old familiar roads to see whether we are really alive, and if it is not really the Wipers-Menin road, after all, and we in a beauteous dream from which in a second or two we shall be rudely awakened!

Despite the drought, never has our English countryside looked lovelier to sore eyes than at this summer of our dreams, and if Saint Swithin behaves himself with becoming restraint, there will be such a Goodwood and such a Cowes as never were.

The Royal Automobile Club has taken over the whole of the motor-car enclosure at Goodwood, and that it is a spacious one may be seen from the illustration on the left. As for the run down by road, it is delightful if the right route be chosen. In the present circumstances, however, it is advisable to avoid the direct road from Milford to Haslemere, as it passes through the Witley Camp, and is a quagmire in wet weather and inches deep in dust when dry.

As the strip map will show, however, this disagreeableness can easily be countered by a slight detour to the always charming village of Chiddingfold, and then working round to Haslemere. Of course, there are other alternatives also at choice. From Chiddingfold one may reach Goodwood by way of North Chapel and Petworth, or one could even avoid the Portsmouth and Haslemere roads altogether by taking the pleasant route through Leatherhead, Burford Bridge, Dorking, Capel, and Broadbridge, where a turn to the right brings one to Billingshurst, from which a cross-road may be taken to Petworth and so to Goodwood.

For Henley week the R.A.C. will have the use of the junior car enclosure attached to Phyllis Court. As for the choice of a route thither, even more circumspection is required than in the case of Goodwood. The Uxbridge road has been in a vile state throughout the war, while the road through Brentford is ever the reverse of pleasant. The route indicated on our sketch-map will be found in every way more desirable.

The Derby and Ascot, and those glittering perspiring days of June, allowed us at last to grasp at what seemed something like the spirit of the

bright departed London seasons of before the war. Until Derby week it had seemed difficult to put the wanton horrors of the previous four years altogether to one side. Returned wanderers were grumbling, too, that London was not as it used to be; that parties lacked spontaneity, that the plays were mediocre, the variety entertainments coarse and noisy, the restaurants given over to unpleasant-looking customers, badly cooked food, and shameless profiteering.

But there were crowded, happy moments to follow. Suddenly—perhaps it was the wondrous weather—the London season became no longer a surreptitious thing. The Panther caught the public imagination, and pious old ladies talked



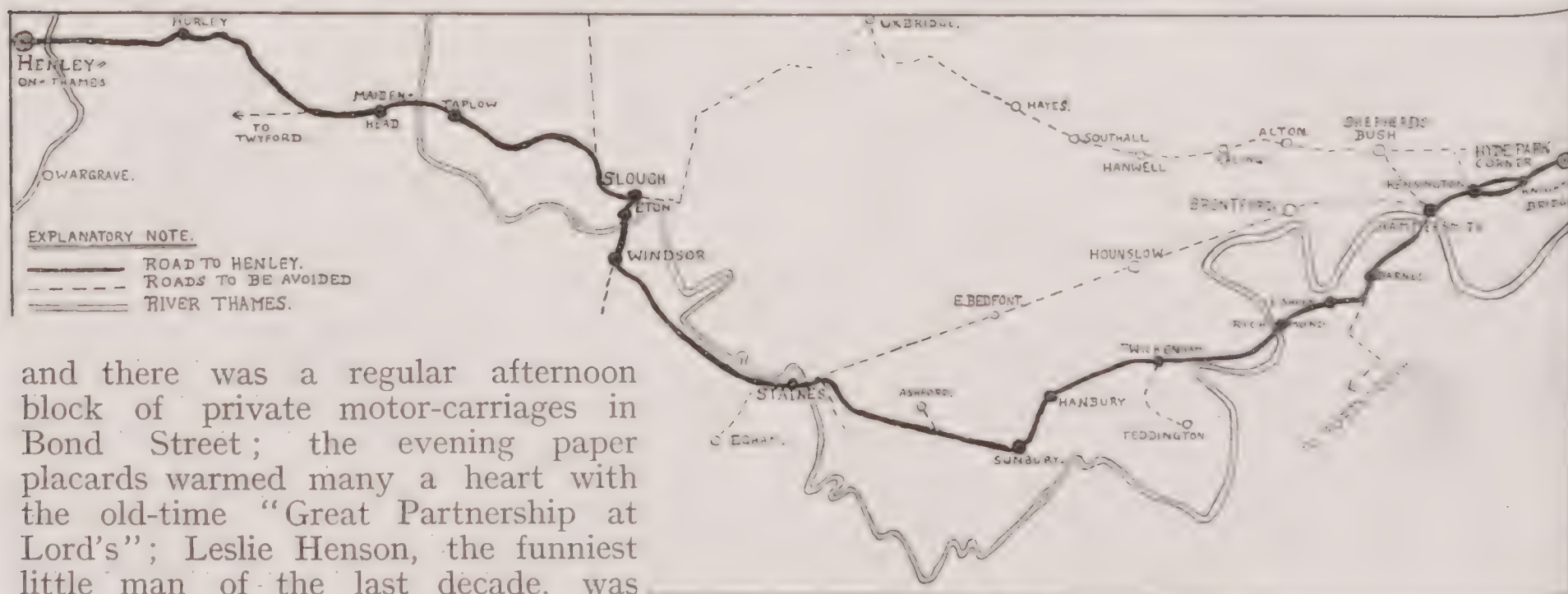
LORD LONSDALE (left), THE PRESIDENT OF THE A.A., AT THE RACES.



horse-racing; the Russian ballet began to give performances at the Alhambra that reminded the smart world of the great Nijinski-Karsavina days at Covent Garden; the coaching-horns tootled gaily through West End thoroughfares,

does not appear to have been any particular deterrent.

"I have only one grouse against the appearance of the London streets," a cavalryman



SKETCH-MAP OF THE BEST ROUTE TO HENLEY.

and there was a regular afternoon block of private motor-carriages in Bond Street; the evening paper placards warmed many a heart with the old-time "Great Partnership at Lord's"; Leslie Henson, the funniest little man of the last decade, was out of the Army and making people laugh again. The crowded, happy moments came sprinting along; and the new London gave itself unhesitatingly to the pursuit of pleasure. The cost can never have been so abnormally high—but that

home from Palestine told me, as he looked keenly from a Piccadilly club window. "The horses in the carts and vans are in splendid condition; the people walking along look brisk and purpose-



HENLEY IN PEACE TIME: A VIEW OF THE CAR ENCLOSURE.





Photo. by]

[Horace W. Nicholls.

HENLEY WEEK: A CHARACTERISTIC VIEW OF THE COURSE.



ful and solid ; the shop windows make a man home from the East want to hug himself. And London can still show more beautiful women who are ladies than any other capital—but I wish you hadn't this fashion for short skirts. Women in England follow a fashion so blindly ; and there are so many girls in London just now who have short, fat legs, ugly legs, legs like coffee-pots."

*The New Style At-Home.*

The afternoon at-home seems to be changing in character. At two such functions I have

inns in the country—I refuse to name it—and then motor over in comfort fairly early next morning. That I found was the way to do the Derby and Ascot, and Henley as well. Moreover it was a method that decided me for the first time to see the start of the Derby, and not to worry about the finish ; a most interesting experience, since a major friend and myself persuaded a dame to permit us to use her cart as a sighting place, and we realised well before the race started that The Panther would never do for our money.

*" The P.O.W."*

Undoubtedly the feature of this first London season since the war has been the growing prominence of the Prince of Wales, whose simplicity of manner and unaffected interest in the social duties he is called on to perform is adding very considerably to his popularity. I was at the National Sporting Club the night that the Prince was present with his brother, Prince Albert, and it was amusing to note the pleasant, careless way in which Prince Albert in conversation alluded to his

brother as the " P.O.W."

*The Cult of Flying.*

Passenger flights by aeroplane are now all the rage, and certain aeroplane manufacturers who have suffered a slump in Government orders since the armistice are making up no small leeway in this other direction. I understand that one firm alone is averaging 8,000 passengers a week in all at various centres. The crossing of the Atlantic, of course, by Captain Alcock and Lieut. Brown has served as a potent stimulus to the previously hesitant, who naturally argue that if two men can fly 1,800 miles through fog and sleet there is no particular risk in a twenty minutes' flight from a London aerodrome.



THE FLYING CULT: HAMPSTEAD HEATH AS SEEN FROM THE AIR

attended recently hostesses have persuaded well-known people to make short speeches : at one house two members of Parliament invited assistance for the Middle Classes Union ; at the other Sir Arthur Stanley and Captain Walter Elliott, who sits for Lanark and made a mild " stir " with a clever maiden speech, appealed for better provision for nurses. The talk in each case came after the tea—before which some of the younger people had been calculating how long they would be able to stay, there were so many visits to pay.

*The Way to See Ascot.*

My way of going to the classic race meetings in the London area these days is to run down overnight to a certain little village not far from Staines, stay at one of the most delectable old



# The Motor-Owner at Ascot.



1.—A POINT OF VANTAGE. 2.—CARS IN THE ENCLOSURE. 3.—FASHIONS ON THE COURSE.  
4.—MORE POINTS OF VANTAGE. 5.—“HALF A MILE AN HOUR”: THE MOTOR PARADE TO  
THE COURSE FROM LONDON. 6.—A LUNCHEON PARTY.





"THE BE-GOGGLED AND BE-FURRED MONSTROSITIES OF THE ROAD."

## CLOTHES AND THE CAR.—By BOADICEA.

OF all the changes that have taken place within the memory of man, none is more conspicuous than the metamorphosis of the outward aspect of motoring, especially as regards the costume of the motorist.

In earlier days, when motoring was looked upon in the light of a rather hazardous sport and not by any means taken for granted as a rational means of transport, the dress of motorists in general, and of the female motorist in particular, was of a character calculated to inspire His Majesty's subjects with amusement and apprehension. It seemed as though the days of the masked and terrible gentleman of the High Toby had come again, accompanied by a new policy of frightfulness.

### CAMOUFLAGE IN THE 'NINETIES.

In view of the great and not altogether undeserved lack of popularity enjoyed at that period by the motor-car, particularly amongst farmers, old ladies, dog-owners, and the simple-minded but irascible pedestrian, this fearful and wonderful camouflage may have been deliberately adopted in the same fashion that a Japanese samurai got himself up to terrify the enemy by his horrific appearance. Certain it is that even the wickedest small boys fled screaming at sight of the be-goggled and be-furred monstrosities of the road. The old-fashioned ogre of nursery fairy-tales paled into insignificance.

History does not relate what bold

spirit first discovered that the outfit of a deep-sea diver, complicated by the addition of several hearth-rugs stitched into the rude resemblance of a coat, was not essential to the pursuit of motoring pleasure, and that a lighter, more convenient, and infinitely more becoming style of dress could be adopted without undue risk of pneumonia.

The result of this momentous discovery was the revolutionising of motor fashions. Women began, timidly at first, but with increasing fervour, to adopt the new mode. After all, why camouflage one's self elaborately and unnecessarily as a perfect guy? The voluminous and vast aspect of the female motorist disappeared as though by magic from the fashionable horizon once it was ascertained that discomfort and hideousness were not the unavoidable complement of speed. Superstition, however, dies hard, and it took some time to convince the chilly that warmth does not depend on as many garments as there are skins to a Spanish onion.

### FAMILIARITY BREEDS ENTHUSIASM.

Another factor in this radical change was the evolution of motoring when, from having been an end in itself, it came to be regarded as the means to an end. Even the bitterest enemies of the motor-car, having grown familiar with its face, far from persevering in contemptuousness, first endured, then pitied, then embraced it with enthusiasm.



"THIS SEASON CHECKS. THE BIGGER THE BETTER, HAVE TAKEN THE LEAD SO FAR AS OUTWARD APPEARANCES GO."



When, for instance, the car served as a link between home and golf club, reason declared that the game, not the method of getting to it, should determine the character of the clothes worn. The woman who drove herself or was driven to a dance rebelled at the thought of crushing her delicate frock and *coiffure* by masquerading outwardly as a grizzly bear. She began to dress as occasion required, and motoring, if it lost something in earnestness of spirit, gained infinitely in attraction to the eye.

It would be difficult to preserve a stern and road-hoggish demeanour, arrayed in a distractingly frivolous yellow coat, thrown open to show a lining on which beads of a distinctly Chinese persuasion were cunningly embroidered. Surmount this with a black Chinese hat, tilted at the proper angle of provocativeness and barely restrained from absolute flightiness by a becoming veil, and who would dare to accuse the wearer of taking her motoring pleasure sadly? Consider, also, the agreeable emotions aroused in the onlooker's heart.

#### BEAUTY AND UTILITY.

Motoring dress having definitely cast off the bondage of clumsiness and extreme weight, the way is open for the expression of individual fancy. Not that choice is absolutely plain sailing. To begin with, one is confronted by an *embarras de richesses* both in shapes and materials. Many of these are so delightful as to banish for the time being every consideration of a practical nature, and one discovers too late that beauty and utility are not invariable allies; sometimes they are not even on speaking terms.

This does not mean that one should confine one's self to so dull a thing as utility pure and unadulterated, but when making a selection it is just as well to bear in mind the limitations imposed by the car.



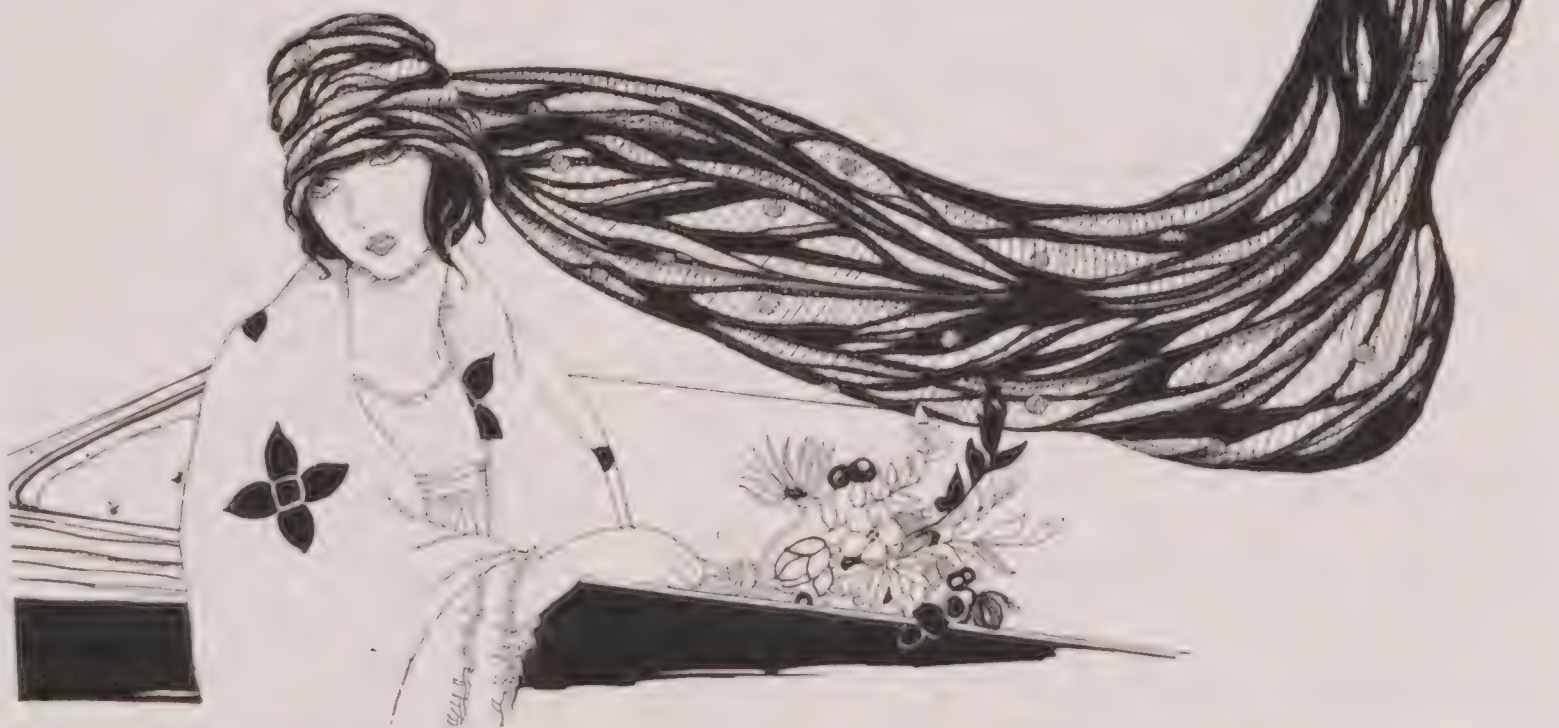
"OF THE MAKING OF WRAPS THERE IS NO END."

is, of course, no arbiter of sumptuary laws; the only restrictions are those of inclination and length of purse. No demobilised subaltern with a gratuity to spend is more liberal as to ideas. It is the open car which frowns upon expressive exuberance of draperies, width of hat-brim and general catch-the-wind devices.

A hat that is moderately close-fitting, with just enough brim to shade the eyes, will be found more comfortable, and is infinitely smarter, than headgear which interprets picturesqueness in terms of size. To be obliged to sacrifice one hand entirely, or even intermittently, to the task of quelling the vagaries of a tempestuous hat is not conducive to good temper if one belongs to the class of the driven, or to good driving if one be one's own chauffeuse. Also too large a hat generally means dishevelled locks and a blown-about appearance the reverse of seductive.

The material of which the

hat is made is another question of importance. Straw is light and comfortable, but not invariably impermeable to dust, and a heavy shower does not as a rule improve its smartness. Both satin and taffeta are admirable materials, light and supple to wear, quite as weather-proof as



"EXPRESSIVE EXUBERANCE OF DRAPERIES—AND GENERAL CATCH-THE-WIND DEVICES."



one is likely to need, and much more agreeable and becoming than the depressing objects perpetrated in oilskin and rubber.

Of course, if through choice or necessity one courts unprotected the fury of a perfect downpour, this land-version of the sou'wester is the only thing, and there is no more to be said. Even leather does not, as a rule, relish a soaking, and in warm weather it is too hot to be pleasant. The most favourable thing to be said for it, for summer wear, is that it looks neat and workmanlike. But though neatness is an attribute of the smart woman, motoring or motored, not every woman really cares to go about disguised as a workman.

For touring, trimming of the flat and bright-coloured order is by far the smartest; for more casual motoring it need not be so restrained, provided it does not wave unduly to the breeze. A certain agreeable wildness of aspect in motion, and of softness in repose, is imparted by fringe or the swaying fronds of a glycerined feather clinging to the structure of the edifice.

#### THE MOTOR WRAP.

Of the making of wraps there is no end, and it would be difficult to establish a distinct border-line between the wrap ordinary and that designed for motoring. In this day of varied pursuits any wrap may be called upon to "motor" at any moment, and most wraps are not only willing but able to rise to the occasion. It is like skirts; there is no skirt made in which it is impossible to "jazz" should the spirit move strongly enough thereto; but, as every dancer knows, some skirts lend themselves to that not always gentle exercise with a better grace than do others.

The first requisite in a motoring wrap is warmth combined with lightness, and the cut of the garment has a great deal more to do with warmth than might be supposed. A tendency to draughtiness is to be deprecated, and that is why the cape, with or without slits through which to pass the arms, is less practical than the coat. Even the coat must not indulge in too wide a sleeve which will only act as a ventilating shaft for every wind that blows. The cuff should be constructed to fasten closely about the wrist. However seductive extreme width of sleeve may be, it is a mistake to permit over much leeway in that respect even to a favourite wrap.

Also the cape, despite the grace of its folds and its suggestion of coquettish freedom, is apt to err on the side of voluminousness. On the other hand, the cape is not indissolubly wedded either to draughtiness or extreme amplitude. A number of models, as practical as they are charming, make the best of both worlds by adding sleeves to their other attractions, and a comfortable collar as well.

#### DECORATIVE AND PRACTICAL.

At this time of the year, the coat of fur or leather is more a matter of "swank" than of necessity. Tweed and homespun are the materials most favoured, being at the same time light, warm and reasonably damp-proof. The peril to clothes from grease and grime have been practically eliminated from the ordinary course of motoring, and no motorist in these days expects as a matter of course to spend a portion of her time in a recumbent position, sandwiched between the chassis and the road, so that a coat may be chosen for its decorative as well as its practical qualities with small risk of ruin.

Dust must still be reckoned with, but beige, dull yellow, sand or rust colour and certain tones of grey may challenge the dustiest road to do its worst. Buttons and fringe

undertake most of the responsibility of trimming; the rest is done by the pattern of the material itself, and this season checks, the bigger the better, have taken the lead so far as outward appearances go. It is left for the lining to supply the final note of gaiety, a task which it performs with a light-heartedness worthy of the cause. The soberest of coats flings itself open to display a lining that would eclipse the brightest glory of Solomon.

## ONE OF THE RIPLEYS.

RIPLEY village, on the main Portsmouth Road, is equally famous to southern motorists as a landmark and as the scene of long-sustained persecution at the hands of the Surrey police in the earlier years of motoring. It used to be said at the time that a prominent police official invited his friends down on Sunday afternoons



RIPLEY VILLAGE, YORKSHIRE.

to view the "fun" from a turret window in his house.

But there are other Ripleys. One is in Derbyshire, while another may be encountered on the road from Harrogate to Ripon, and the illustration herewith shows a portion of the village, with the local creeper-clad hotel, the "Star," on the left of the car. This Yorkshire Ripley is quite unique in one respect, inasmuch as its buildings are mainly French in character, including one which even bears the name of "Hotel de Ville." The explanation is to be found in the fact that many years ago the land in the neighbourhood was acquired by a wealthy Frenchman, who set up a village on "model" lines, but with architectural features very different from those associated with the average English roadside hamlet, in which one does not expect, as a rule, to find Gothic doors and windows.



# THE A.A. AND ITS ROAD WORK.



"AT YOUR SERVICE, ALWAYS."

THE Automobile Association has won its pre-eminent position as a Road Organisation by reason of its efficient and comprehensive services, the energies of the Association having always been concentrated on giving skilled assistance to its members in any part of Great Britain.

In addition to the Headquarters at London, there are twenty Branches covering the United Kingdom; a battalion of khaki-clad patrols on duty on nearly every main road in England; thousands of Appointed Agents and Repairers and an equal number of classified hotels, all of whom are at the service of the member always.

Before he starts on tour the Association will prepare a special route to meet the member's individual requirements. On the road, patrols will render any assistance necessary and the A.A. roadside telephones are at his call. At the end of the day he is sure of finding satisfactory accommodation at a recommended hotel.

## EFFICIENT ROAD SERVICE.

The patrol system—the chief feature of the Association's work—extends over thousands of miles of main road, and during the touring season it is almost impossible for motorists to take an important road which is not patrolled by the Association, so that the khaki-clad A.A. patrol is one of the best-known figures on British highways.

The duties of the patrols are to give members information of interest concerning the road, warn them of any dangers on the highway and render all possible assistance in case of need. They are specially selected for their ability to undertake minor roadside repairs and render first aid when necessary.

The patrols report all cases of wilful obstruction and other abuses of the highway likely to lead to accidents, delay, and inconvenience to users of the road. Each patrol knows where the nearest doctor lives, also the nearest A.A. agent, and in urgent cases at once goes for help.

Patrols are acquainted not only with the condition of roads of which they are in charge, but with those in the surrounding neighbourhood. They are provided with a

map of the district and are familiar with all local features; they also report any obstruction, unrolled metal, floods, roads "up," and indicate alternate routes to members.

## LOST PROPERTY.

When patrolling their beats the patrols keep a sharp look-out for any articles lying on the roadway. All property found by a patrol is sent to the office to which he is attached and particulars are forwarded to the London Office.

If the article is of any value a full description is given to the local police and advertised in the motoring Press, and in the majority of cases the articles ultimately find their way back to owners.

## PATROLS AND CAR THIEVES.

The present epidemic of motor car thefts discloses additional evidence of the real utility of A.A. patrols.

A member loses his car or motor-cycle and telephones particulars immediately to the nearest A.A. office.

As soon as this information is received by the Association, a full description of the stolen vehicle is telephoned to the twenty A.A. branch offices, and all the A.A. roadside sentry box telephones. The patrols in charge, in turn, pass the information to all other patrols in their districts, or these men may receive telegrams from A.A. headquarters.

The hue and cry is raised.

When the car is seen, "necessary action" is taken to bring it to a standstill. If such action is unsuccessful, the patrols use the wires running from the A.A. roadside telephones, and other steps are taken to arrest the thief's progress.



## ROADSIDE TELEPHONES.

A most valuable adjunct to the patrol service of the Automobile Association is the system of telephones installed by the roadside. These telephones are chiefly located at cross-roads, sharp corners, and other danger points where motorists can best be served by patrols on "fixed point duty."

The telephones can be used by members for all purposes, and are particularly useful to motorists who desire to remain in touch with home and business during journeys. If a member's route is known, the number of his car can be 'phoned to selected sentry boxes. When the car passes it will be identified by means of the index mark, stopped





by the patrol, and the member can communicate with his home or office.

### TOURING FACILITIES.

The Routes Department of the A.A. prepares routes and tours under the supervision of members of the staff who have personal and reliable knowledge of the districts suggested. This knowledge is augmented by road information obtained from members, patrols, surveyors, road-agents and other correspondents.

The information given is thus complete and shows in a brief form:—

1. The roads best adapted to meet members' requirements.



2. The names of all towns and villages which are given on sign posts or are easily recognised on a motorist's map.

3. All turnings which are likely to be missed.

4. The distance between towns and the total mileage of the tour.

5. The chief places of interest along the route.

Information regarding hotels, garages and agents is given in the *A.A. Handbook* (issued free to all members), so that a motorist is never at a loss for the required character of hotel or a garage supplying a particular commodity, whatever part of the Kingdom he or she may be travelling in.

### TOURING ABROAD.

The Foreign Touring Department supplies members going abroad with routes, also triptyques which enable them to avoid the trouble, delay and expense consequent upon depositing duties at frontiers, which formality also involves the weighing and valuation of the car.

As one result of the War, the French Government changed the basis of taxation on cars entering France, and 70 per cent. of the car value is now charged. Thus, in the ordinary course, the motorist would have to deposit no less a sum than £700 on one car of the value of £1,000.

The Association has therefore devised a scheme under which members need pay *no cash deposits at all* in respect of such customs dues. It will merely be necessary for the member to indemnify the Association through his bankers against loss, without in any way disturbing his finances.

The Association is authorised by the Local Government Board to issue International Driving Certificates and car permits, which obviate the necessity for obtaining foreign licences.

Members visiting the Continent for the first time with their cars need fear no trouble or delay in connection with the shipping or unshipping of their cars. A.A. & M.U. representatives are on duty at the principal ports of departure for the Continent, and similarly other representatives of the Association await the steamers at foreign ports.

Their duties are to relieve members of the responsibility of seeing their cars shipped or unshipped, emptying or replenishing petrol tanks, &c., and to see members through all the necessary formalities.

### FREE LEGAL DEFENCE.

The legal benefits offered by the A.A. to members include **FREE LEGAL DEFENCE** in any police court in the United Kingdom in respect of alleged offences under the Motor Car Act and Regulations. The benefit is open both to the member and to his paid driver, and the offences covered include—driving dangerously, exceeding the speed limit, obscured numbers, non-compliance with the lighting orders, and the many technical points raised under the Registration and Licensing Regulations, etc., etc.

Even the most careful motorist is liable to be charged with one or other of these offences—the majority of which are purely technical—and, in addition to avoiding inconvenience, the member is sure of his case being dealt with by a solicitor who has specialised in motor-car cases.

**FREE LEGAL ADVICE** is also available to members on any matter connected with motoring. This benefit includes such matters as liability for accidents on the road, claims for damage in transit, the responsibilities of garage proprietors, disputes over the buying and selling of cars, theft of cars, etc., etc.

Other privileges enjoyed by members of the A.A. include engineering assistance, special insurance facilities, "first aid," machines, appointed repairers, A.A. hotels, etc., etc.

The ordinary annual subscriptions, which run for twelve months from date of joining are:—

Ordinary Member, £2 2s. (badge fee, 5s.) Light Car Member, £1 1s. (badge fee, 4s.) Motor-Cycle or Cycle-Car Member, 10s. 6d. (badge fee, 3s.).



Complete information as to the objects of the Association and the many privileges it extends to its members are contained in a recently published booklet, entitled *The Key to the Open Road*, a copy of which is obtainable on request.

All correspondence should be addressed to the Secretary, A.A. and M.U., 33, Farnham House, Whitcomb Street, London, W.C.2.



## AMERICAN ARRIVALS.

**W**HILE the majority of American cars which were well known in the United Kingdom in pre-war days will again find a home on this side of the Atlantic, certain vehicles new to the British market are also likely to make an appearance. The American manufacturer has suffered less severely from war-time restrictions than have British manufacturers, with the result that he has been able to get into his stride again without delay. It is evident that America intends to make a bold bid for British trade, and although deliveries will not be on a wholesale scale, an appreciable number of new models will be delivered in July. Short descriptions are appended of the new and leading features of transatlantic cars for 1919, of which advance models have already arrived.

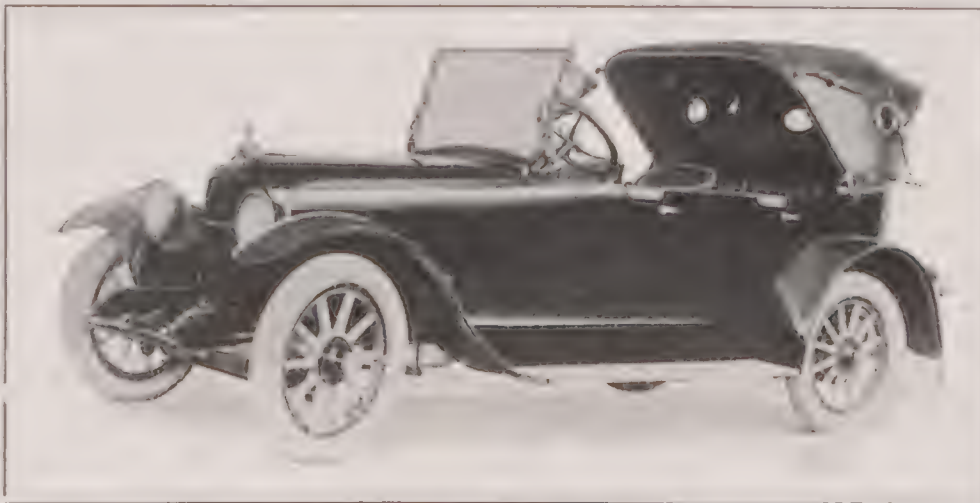
### BRISCOE.

One of the cheaper American importations is the 24-h.p. Briscoe, which will cost approximately £375, including import duty. The four cylinders are cast as a monobloc with a bore of  $3\frac{1}{16}$  in., and a long stroke of  $5\frac{1}{8}$  in. The designers have purposely followed the French principle in this respect, with a view to reducing petrol consumption. Unlike the usual American design the European method of unconcealed gate-change is employed; three forward speeds are provided, with central control. The "Auto-lite" electric lighting is operated by buttons on the dash-board, and two powers of light may be obtained, by means of the "dimmer" switch. The model at present visible in London has a five-seater torpedo touring body, with a one-man hood. It is unlikely that delivery will be possible in this country until September.

### BUICK.

By increasing the wheel-base to 9 ft. 9 in. practically any type of body can be fitted to the Buick "Six," a chassis of which has been visible in London for some time.

Two and five-seaters will be the standard bodies, though these may be varied, and the coachwork will include one-man hoods and side curtains. The engine has been increased in size, and has a bore of  $3\frac{3}{8}$  in. and a stroke of  $4\frac{1}{2}$  in., with overhead valves. A large multiple-disc clutch of the dry-plate type is used, lubricated by two grease-cups. The "Delco" system is employed for the engine-starter, lighting, and ignition. The standard equipment will include double bulb electric lights, an electric tail-lamp, a combination electric instrument board with an emergency lamp, and a detachable rim. A four-cylinder model will also be produced on similar lines.



THE 18-H.P. TEMPLAR.

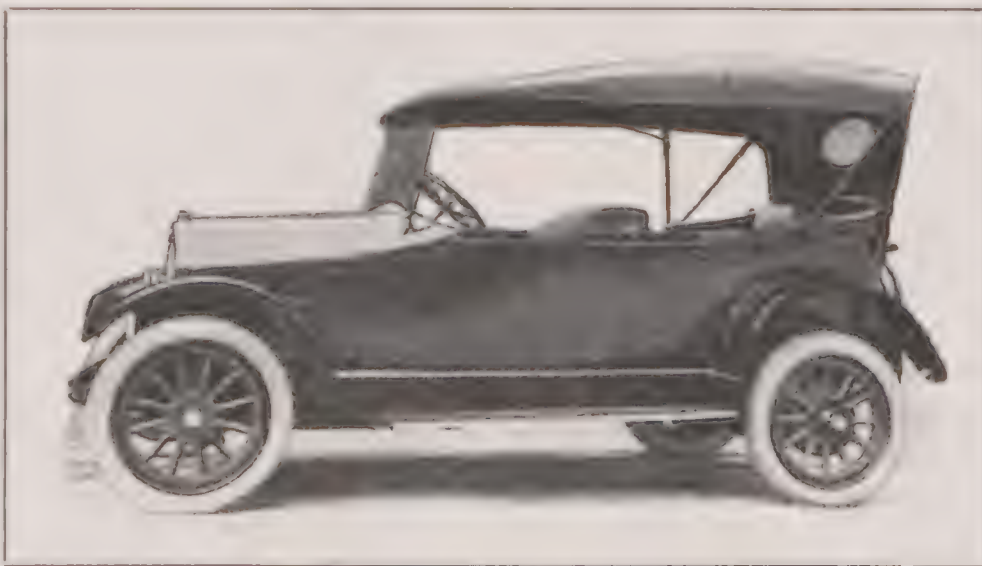
twelve-gallon tank at the rear of the chassis. The system of changing speed is central, with three forward speeds. The rear axle has helical bevel gearing, and the semi-elliptic rear-springs are underslung. An electric engine-starter is fitted, and the operating dynamo is also responsible for the lighting system, horn, and speedometer.

The curtains of the "one-man" hood are stiffened with aluminium, and will open with the doors and pack away neatly when folded.

### KING.

Unlike other American cars the 30-h.p. King "Eight" has a V-shaped engine, the cylinders, with a bore of 3 in. and a stroke of 5 in., being cast in fours. The valves are en-

closed, but are easily accessible by the removal of a plate. An electric engine-starter of the Bijur type is provided, and the same system is employed for lighting. Atwater-Kent ignition, with an improved distributor, is fitted, while the carburetter is a Ball and Ball. Three forward speeds are operated centrally, and the springs are of the cantilever type. The petrol tank is at the rear of the chassis, the feed being by the Stewart vacuum system. The wheel-base is 10 ft. and the track 4 ft. 8 in. Two complete models are now visible, a four-seater and a sporting two-seater. Delivery will be possible in November.



THE 18-H.P. OVERLAND.



#### LIBERTY.

Although the car has not actually arrived, the Liberty will be shortly available for delivery. It has a monobloc engine with six cylinders of  $3\frac{1}{4}$  in. bore and  $4\frac{1}{2}$  in. stroke. An electric engine-starter and ignition system is employed, while the clutch is of the dry-plate type. The steering-wheel is on the left-hand side. The wheel-base is 9 ft. 7 in. Equipped with a quickly adjustable one-man hood, wind-shield, and other necessary accessories, the Liberty car is provided with different bodies according to choice. No price can yet be stated.

#### MAXWELL.

Improved body-work is a feature of the new 18-h.p. to 22-h.p. Maxwell car, which has a four-cylinder monobloc engine, 92 mm. by 114 mm. The upholstery is entirely in black leather, and there are no buttons, while the wind-screen is sloped and padded, thereby rendering it impervious to rain. An eleven-gallon petrol tank is placed at the

possible to know if the engine is overheating. Other features include the Autovac petrol feed system, a Dixie magneto and a Stromberg carburetter. At present there is no complete car on view, the chassis which we saw being fitted with a temporary body only. During a short run it was possible to realise that the Roamer is capable of excellent acceleration, and the car started off easily on second speed without effort. On the top speed she ran silently and had a good "pull."

#### SCRIPPS-BOOTH.

Four, six, and eight-cylinder models of the Scripps-Booth car will eventually be available, but only the former two at the time of writing are visible. The four-cylinder model is rated at 30 h.p., and has enclosed overhead valves. Ignition is on the Remy battery system, as also are the lighting and engine-starting devices. These are employed on all the models, as also are the V-shaped radiator, central control, and cantilever rear springs.

The six-cylinder car has dimensions of 71 mm. by 120 mm., the cylinders being cast *en bloc*. The model on view has a grey body, with doors on either side of the front seats, while the tool-kit is kept in a flap in the left of these. The eight-cylinder model is rated at 35 h.p.

#### STUDEBAKER.

Models of the new Studebaker cars, with bodies complete, are now on view in London, and present interesting features. The cars are styled the "Big Six," the "Light Six," and the "Light Four," nominally rated at 36 h.p., 29 h.p., and 20 h.p., respectively. Since the last Studebaker was imported to this country—it was manufactured in 1916—improvements in design have been effected. As a chassis the three models do not greatly differ, the chief dissimilarities being that the "Light Four" has a Zenith carburetter, whereas the two "Sixes" are equipped with a Ball and Ball carburetter, with a new "hot spot" intake manifold, and that the two "Six" models have bigger fans. Other differences will be found mainly in body work and accessories. Detachable cylinder heads are a feature of the "Big Six"

models only. The cylinders are cast *en bloc*, the dimensions being  $3\frac{7}{8}$  in. by 5 in. The "Light Six" rated at 29.4 h.p., has cylinders of  $3\frac{1}{2}$  in. by 5 in., and the "Light Four," rated at 19.4 h.p., has an engine of similar dimensions. A high-tension magneto is standardised on all models, and the two-unit Studebaker-Wagner type of electric ignition employed. An aluminium, leather-faced cone clutch with an anti-spin brake is in use on all models. The change-speed is operated centrally. The gear-box is placed well forward under the dash-board, and the engine and gear-box are on one sub-frame.

#### TEMPLAR.

This car is being introduced for the first time. The four-cylinder engine, which has a bore and stroke of  $3\frac{3}{8}$  in. by  $5\frac{1}{2}$  in., has overhead valves and a detachable cylinder-head. On the radiator cap is a "motometer," which enables the driver at once to tell if the engine is overheating. Left-hand control is provided, but right-hand may be supplied to special order. The starting and lighting system is of the Remy two-unit type. The



AN 8-cyl. KING ON THE ROOF OF A LONDON GARAGE.

rear of the chassis, the feed being by the Autovac system. As is the case with the majority of American cars, the brake and change speed levers are central, and there are three forward speeds. The rear springs are underslung, shackled, and mounted on a rocking seat. A Simms-Huff engine starter is fitted, the power used for this being also used for the lighting system. An improvement on previous models may also be noticed in the widened fan-belt, and in the demountable rim. The wheel-base is now 9 ft. 1 in., and the track 4 ft. 8 in. No price has yet been fixed, and it is unlikely that deliveries can be made before October.

#### ROAMER.

Another new arrival on the British market is the Roamer six-cylinder car, which is nominally of 24 h.p. to 30 h.p. The cylinders are cast *en bloc*, and the valves are enclosed. A "Bijur" dynamo is used for the engine-starter and the electric lighting system, which includes two head lamps with two separate lighting powers, dim and brilliant, as may be required according to circumstances. A Boyce "motometer" is fitted to the radiator, by which it is





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# AMERICAN CARS FOR 1919



- 1 & 2. Two Views of the new 6-cylinder  
Scripps-Booth.
3. The Studebaker "Light Six."
4. The Studebaker "Light Four."
5. An 18 h.p. Overland, with Limousine  
Body.



model at present on view is the "Sportette," with two separate seats in front and three behind. A double hood, which opens with the doors, is provided, and the tools are kept in a flap on the door in front. The adjustable screen is fitted with a rubber cleaner, which is simply operated by hand from the driver's seat. The window at the back of the hood is of bevel glass and not of celluloid, as is a common custom. By turning a lock on the petrol tank, which, is at the rear, a three-gallon reserve may be guaranteed. On the two-seater type a Kodak camera is included. The provisional price of the "Sportette" model has been fixed at £750.

#### WILLYS-OVERLAND.

The new Overland 18 h.p. model may now be seen in London. It has a four-cylinder monobloc engine of 85 mm. by 127 mm., and the cylinder heads are detachable. The carburetter is easily accessible and demountable, a screw, which can be operated by a sixpenny bit, being all that is necessary to achieve this. Following a five-years' practice, an engine-starter is fitted, and in this respect the Overland makers have preceded many rivals. The tear springs are of the Cantilever type. With regard to the body work the stream-line system is in vogue, and a sloping wind-screen fitted, with a rubber fitting which precludes the possibility of rain filtering in. The "Autovac" system of petrol feed is fitted, with a tank at the rear of the chassis. Large pockets are provided in each door and a tool compartment is to be found under both front seats.

### SHOW-ROOM IMPRESSIONS.

(By a Motor Journalist.)

ENTER myself into the Y-Z showrooms with a view to obtaining information as to new Y-Z models. I am obsequiously shown into a beautifully upholstered chair by a much-bemedalled commissioner. During the sitting period—I am promised to be seen in two minutes—I hear many amusing conversations.

The immaculately dressed young gentleman who is to see me in two minutes is intimately engaged, for the time being, with a delightful charmer of the female sex, and an interesting conversation goes on—anything but the essential features of the car being discussed. Couldn't the puce colour of the body-work be made slightly more startling? And couldn't a few feet be added to the bonnet to make it look a wee bit smarter? The real things that matter are gloriously conspicuous by their absence. Not a word is mentioned about petrol consumption—it is simply prettiness that sells the car to the lady of this type.

Just as I think I am going to see the immaculately dressed young gentleman—who, half an hour ago, was going to see me in two minutes—an even more immaculately dressed youth, wearing trousers resembling enlarged sponge-bags and a black coat with an alarming tie, enters. He remarks that the Y-Z car has nothing to beat it. I have seen the self-same youth in precisely five other showrooms on the same day, hovering round seeking whom he may devour. I happened personally to know that he had uttered the same eulogies about the five previous cars, and inwardly I smiled. He talked ignorantly about things of which he knew nothing, as he had done on five previous occasions.

When this immaculately dressed gentleman had departed, I rose with a view to interviewing the less immaculately dressed showman. But in vain! Although it was a sweltering hot day, two ex-munitionettes, swathed

in furs, fit for mid-January, entered and inquired in unmistakeable accents what sort of a car the Y-Z firm could offer. Nothing under a cool thousand sort of business. They had spent goodness knows what on their furs, and a car would just fix them up all right. Again the engine and essential parts did not matter twopence, but there must be "top-hole" upholstery, mirrors, flower-vases and other fripperies which would please only the vain-minded female. Eventually they depart—apparently without having bought the car.

And eventually I get my interview.

### A NEW LONDON GARAGE.

CAR-OWNERS visiting London frequently complain of the difficulty in finding accommodation for their cars owing to the shortage of storing facilities. To a certain extent this has been lessened by the erection of a large new garage by Salmons & Sons, in Castle Street, St. Martin's Lane, W.C., capable of holding from 250 to 300 cars.

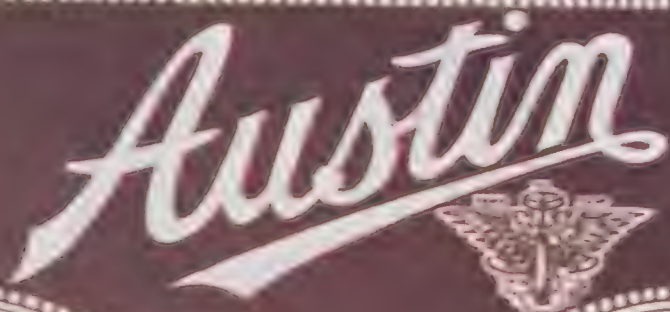
It is intended specially to cater for motorists who visit London by day for shopping or by night for the theatre, and, being centrally situated, the garage, which will be constantly open, is most conveniently placed. On the ground floor, to which there are four entrances, there is every modern convenience, including a petrol storage tank on the Bowser system with a capacity of 3,000 gallons, a battery of Bowser lubricating-oil tanks, lockers for chauffeurs' kit, taps for washing cars, and a turn-table.

The first floor is utilised as a repair shop, where there is also a lounge situated in a bay for the benefit of patrons who are waiting while their cars receive attention. The second floor provides further storage for cars, and the roof is suitable for washing cars; in fine weather it may be utilised as an overflow space for storage. A three-ton electric lift which ascends as far as the roof is installed. The building is as fire-proof as it is possible to be, and electric light is installed throughout.

Many London garages are occupied by permanent tenants on the maintenance system, while others are so small that, though they are theoretically available for casual visitors, they have seldom any room to offer. In response to a letter of inquiry, however, which we addressed to a number of firms we have received the following particulars as to storage capacities and hours of opening:—

Garage.	Accommodation.	When open.
Bruton Mews Garage, New Bond St., W.1.	25 .. ..	Day and night.
Central Marylebone Garage, 300, Mary- lebone Road, N.W.1.	30 at present ; 55 in the near future.	Till midnight.
C. J. Myson, 89, Crom- well Road, S.W.7.	48 .. ..	Open during day- Man always on premises.
Rawlings Bros., 87A, Cromwell Rd., S.W.7.	200 .. ..	Till 11 p.m.
Shaw & Kilburn— 112-114, Wardour St., W.1.	200 .. ..	
Belgrave Garage, Halkin St., S.W.	150 .. ..	Day and night.
Eaton Garage ..	75 .. ..	
Wolseley Motors, Ltd., York St., Westmin- ster, S.W.1.	— .. ..	Day and night.





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# THE BEGINNING OF NEW THINGS.

By MAX PEMBERTON.

WE are all conscious of change ; but none is more so than the motorist. It seems sometimes that nothing will ever be as it was. There is hardly a phase of the daily routine which is not new. Alike for the man who wishes to sell a car as for him who desires to buy one, the old conditions have disappeared. No longer is it possible for the would-be private owner to stroll into a gilded saloon and to be received with enthusiasm by an eloquent showman. If a measure of common courtesy be his lot, he will be fortunate.

I went round the town the other day with a smiling capitalist who desired to get busy upon the highroad. He had dreamed strange dreams, and they had not excluded lands of milk and honey. Nothing, he thought, could be more delightful than this pastime of motoring. To pitch your luggage into the waiting car, to enter yourself, to press a button, to drive away ! And that night to arrive upon the borders of the unchanging sea, to feel its breezes upon your face, and to listen to its music.

Unfortunately, the first showman that we met discouraged us at the outset. He looked at us with the air of one who should say : "What, have you come back again ?" Engaged in the harmless pursuit of selling a little four-seated car, which had cost maybe £200 when new, for the sum of £800 second-hand, he was naturally intolerant of interruption. Cars ! How dare we hope to find such a thing in his place ? Such men ought to be locked up.

Similarly at other saloons our welcome vacillated between that of amusement and contempt. Was it credible that at this time of day two grown men would go round the West End of London believing that they might effect a purchase ? Yet we did discover cars for sale, and we examined them. One was a little Calthorpe, offered for £725 ; the other, an ancient Swift, for the sum of £625. I looked upon them and remembered the day when exuberant showmen would have pressed such chassis upon me at a third of the price, and would have added obsequiousness to the occasion.

\* \* \*

All has changed, indeed, where our benefit is concerned, but nothing which is to our detriment. If I set off upon a journey, I know well enough that I shall have no joyous surprises

by the way ; nor do I expect the smiles of St. Christopher. To begin with, I shall have filled up my tanks with stuff called petrol, and shall have been charged three times what I used to pay for it. The tyres will not be those I was wont to use in the golden days. Clever salesmen will attempt to persuade me that the old steel-studded non-skids were mischievous, and that I shall do far better with a grooved cover. Punctures, they may hint, serve in lieu of exercise in these days of ease and good content. The oil which I put into my engine and into my gear-box will certainly cost me more ; and if I have had to renew my batteries, the Lord knows what I shall have paid for them.

All this might be endured with cheerfulness if I were sure of finding the highroad as I had left it in that year of the fables, 1914. What a reward for all the stress and strain of life to seek out the inn with the ingle beneath the porch and the beer which is cool and the cold beef which had not known the Argentine !

What a reward for the darkness of Armageddon to go out into the beauty and the sunlight of ancient gardens and to sit in the shade of historic trees ! Alas, that these inns have become often but whited sepulchres, that the beer is non-existent, the garden of the dreams but a tangled wilderness. None the less, many have been making the effort this Whitsuntide, and it has been something to watch a great procession of cars going West and South from the city in quest of the things that were.

Outwardly, both men and machines are what they were five years ago. There are gorgeous limousines and snorting racers, prettily-painted five-seaters and coupés one might envy, little bits of cars that look like glorified bassinets, and the inevitable motor-cycle with the lady in the basket. Little luggage is carried, for these are not the days of clothes. Yet all seek the sea, the forest, or the wide fields apart, and all are saying : "Here is the old time come again."

It is a pretty view of life, and a pity that yon fellow in blue does not share it. The police. I gather, have learned nothing whatever in the years which have intervened. Their outlook certainly has not been widened ; their sense of proportion has not been modified. To-day, nearly all the old traps are set with the ancient cunning. Men who fought valiantly to keep the



Hun from our shores think it no mean occupation to skulk in remote ditches and harass other men who have done not less well for the country than themselves.

There is, as there always was, no pretence that many of these traps are justified. We hear of no sane scheme to check really dangerous driving. We do not find country police at the cross-roads where their presence might avert many a calamity. We do not discover any common-sense attempt to control the traffic at all. As in 1914, so now, the prevailing idea appears to be that the local police-courts may prey upon the passing traveller as the barons did of old, and that all who enter their territories shall offer tribute to its guardians. Here, truly, there is no beginning of anything which is new. It is otherwise when we come to our journey's end, and the town or village of our desires is reached.

Some day a statistician will tell us what is the matter with Great Britain at this moment. Whence have come all the people who make it impossible to go anywhere or do anything in comfort? Is it, as one learned authority has stated, that so many of our citizens used to live abroad; that their home-coming has filled the ancient house and it has overflowed? Do we owe our discomforts to the presence here of Americans and Colonials and of those who are still refugees from their stricken countries? I do not pretend to answer the question, but this surplus population certainly wars upon the ambitions of the owner-driver who would do in 1919 as he was wont to do five years ago. He, indeed, will find all changed at the havens which he seeks.

Civility now must be rarely looked for; there is merely tolerance. Food must not be criticised, nor the quality of the accommodation offered. An ignoramus alone would complain that the sheets of his bed have not been changed, or that there are beetles in his soup. Even the hardest of beer-drinkers will not dare to raise his voice when he is told that the barrel is empty; nor will the son of Scotland utter more than a sigh when the waiter faints because he is asked for whisky. The new things have begun, and the old will not return. We go rather as soldiers of fortune now than as pilgrims. We are back upon the ages when travel was a lottery, and the highwayman awaited us amid the heather of the common. But the Turpins of our time wear no masks, though aprons occasionally may adorn their unmeasured girth.

Being philosophers, we shall accept all this philosophically, and perhaps in the seclusion of

our own homes, we may reflect a little sardonically that the epidemic is merely temporary, and will pass. Not for many years, perhaps not for many months, will this plenitude of money be known; not in 1920, surely, will a man ask us £725 for a car which may have cost £200. There are strenuous times ahead of us, say the economists, and we must face them if we would rewin our way to the things that were.

Nor is it wholly malicious to reflect that when these more difficult days at length come upon us, not the motor-owner, but the gentleman of the gilded saloon will be the first to appreciate their severity.

## A Roadside Mystery.

NOT far from Oswestry, in Shropshire, on the road from Shrewsbury to Wrexham or Llangollen, is the village of Whittington, and close to the roadside stands the building which is illustrated herewith. It is invariably referred to as



THE GATEWAY TO WHITTINGTON CASTLE.

Whittington Castle, and is even marked as such on the ordnance maps.

The tourist driving that way, none the less, does not take long to realise that the structure is only a gateway with twin towers, in a very good state of preservation, and he naturally begins to look about for a more imposing edifice behind in the shape of a complete castle. Of such, however, there is no trace, and curiously enough no guide-book that we have ever come across has a single word to say about the original castle, or as to how and when it ceased to exist.

Possibly some archæologically learned reader may be able to supply the information, but meanwhile the so-called Whittington Castle must be regarded as a roadside mystery.





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# ROADS AT THE FRONT.

## Surprisingly Smooth Surfaces.

By MRS. AUBREY LE BLOND, with Illustrations from her Photographs.

OUR friends from the front, our picture papers, our cinema films, all have united to convey to us, the British public, something of the desolation of the war zone in France. We have heard of shell-holes so numerous that they merge into each other, of craters which in an instant have



ON THE MENIN ROAD, LOOKING TOWARDS YPRES.

cut communications by road, of towns which are now little more than heaps of rubbish, of mud by which wheeled traffic was held up again and again. And those of us who have not seen the lines are asking what conditions prevail there at the present moment, both as regards roads and accommodation.

I have only just returned from France, where my duties as War Office Lecturer to the British troops, under the Army Education Scheme, took me to various places on the lines of communication. The state of the roads round Abbeville and Etaples hardly encouraged a hope that motoring would be practicable, or at least moderately comfortable, further afield. As

I bumped along to St. Cécile Plage, or jolted over holes in the sandy surface to Le Touquet, I accepted with cheerfulness the result of constant traffic with weighty lorries and guns, and when at last the time came that I was free to go to the front I started with considerable misgivings.

As so often happens, my troubles were just those I had not foreseen. The nearer I got to the front the better were the roads. But the hotels and inns were crowded, and at each place where I stopped I only found a room by pure chance, and invariably it was the last available, so it was lucky that I was quite alone.

For Ypres I made my headquarters at Poperinghe. A magnificent road runs thence to the stricken city, which will for ever be the object of pious pilgrimages in memory of the holding of the gate by those

who saved us from the fate of France.

In older, pre-war days, we who motored in France dreaded and avoided wherever possible the paved highways with which the northern regions abounded. But the amazing Labour



A STREET IN REIMS.



THE SWITCH ROAD, BETWEEN POPERINGHE AND YPRES.



Corps of the British Army has shown us what properly laid *pavé* can be. Smooth and even, the beautiful surface, kept in perfect repair, stretches right away across the battlefields, through the wrecked towns, past the neat camps where Chinese or German prisoners are engaged on salvage operations.

Many new roads not marked on the map will be noticed. Just outside Poperinghe a switch road was constructed, so that troops going to or returning from Ypres need not pass through the former place. The notice-board is one of many which indicate the way as never did notice-boards before the war. Every turning is similarly marked, and those huge boards on which we read "Hell Fire Corner," or "Plug Street," or any other sad, familiar, and glorious name, cannot be seen for the first time without a thrill of emotion.

To Ypres, through and beyond it, the road maintains its surprising surface. Of course, it has offshoots across the battlefield, particularly those which pass through the German lines, and some of these are bumpy enough. But the main roads to Neuve Eglise, to Bailleul and elsewhere should, it is true, be driven over slowly, not because they are rough—for they are excellent—but because every moment history lies around one.

Poperinghe has an excellent hotel—Skindle's—which has just moved to larger quarters. Mademoiselle Zoë has carried on unceasingly under constant bombardment, and now finds that she needs much more accommodation for her guests. Lille is also convenient as a base. The road through St. Pol to Bethune and Lens is remarkably good, and the motorist should pass by La Bassée, where already quite a number of the inhabitants have returned and are living in their ruined houses. The great crater in the centre of the cross roads offers no obstruction; the road simply passes round it.

Through Lens just one road has been cleared, and here all will pause, leave their cars, and ascend by a tiny track the great heap of rubble which was once the cathedral. Of all the desolate, horrible views which I have seen, none equals this.

Away in the distance rises the shattered Vimy Ridge. Close by are great mounds of broken stones and splintered wood, while between is the trench-scarred plain where Canada suffered her martyrdom, and where it seems inconceivable that anyone could have survived. Truly, when one stands there as I did, under a lowering and angry sky, the

words spring to one's lips, they "descended into hell" for us!

The great solemn, white marble cross to the memory of the fallen Canadians is by the high road leading to the Vimy Ridge. Arras is greatly injured, and its town hall and cathedral will for ever testify to the madness of our foes, for neither is to be rebuilt.

Peronne, Bapaume and Cambrai are all accessible over good roads, but I hastened on to Reims and Verdun. From Reims the Chemin des Dames should be visited, unless the motorist has been there already from Soissons. Also the destroyed town of Bazancourt, which is reached through the French and German lines quite close to Reims. At the latter town the Grand Hotel, just re-opened in new premises, can be recommended. The little Restaurant de Paris will be found satisfactory for a meal.

It is outside the scope of this short article to say much about the state of the bombarded towns. But all will wish to know whether the cathedral can be restored. Though the stained glass is gone, and the roof has fallen in, the building has suffered less than one would expect, for the Archbishop's Palace next to it and the two hotels opposite are completely destroyed. Already work has begun on the cathedral, and eventually it will, let us hope, be once more the glory of Reims. St. Rémy, however, is in a worse plight, and little except its façade and apse is standing.

The run to Verdun is of the greatest interest, and when Chalons is being passed through a visit should be paid to the military cemetery in the centre of that town. I saw nothing more impressive in France. The white obelisk facing rows upon rows of graves, on slightly rising ground, is like a general in the presence of his deathless army.

And France is ever living. It is a duty to see her desolate cities, her ruined country, her peasantry trickling back to their wrecked homes, with the sunshine of hope lighting up their faces as they journey eastward. It is a duty to talk to them—and those who do so will never grumble again because of trifling inconveniences in their own country.

I saw the spirit of France on August 3rd, 1914, in Paris. I saw it on October 5th of the same year, when I was accepted for service in a French military hospital, and now I have seen it, with its flaming inspiration, in the peasant women of the invaded regions. May all my countryfolk who can do so go and see it too!





## “Mr. Justice Miles” and a Tyre Commission . . .

“Why not a Tyre Commission?” A correspondent signing himself “Economist” (ironically, perhaps!) makes this topical suggestion, and develops his idea along unconventional lines as follows:—

“We motorists are up against an all-round inflation of costs that ‘gives us furiously to think.’ Some of us can’t afford to run a car at all. Those who can must take a much keener interest in cost-per-mile calculations than ever before.

“Take tyres, for example. Show me the tyre that will carry me furthest, and I will show you not merely the cheapest tyre, but the tyre that will give me least trouble and most comfort. Let us form ourselves into a sort of Permanent Tyre Commission, analyse speedometer readings with scrupulous care, and leave our old friend ‘Mr. Justice Miles’ to decide which tyres we shall fit.”

*Here, for once, we have an “economist” on sound ground, with a constructive programme designed to give infallible results. We like it—especially as “Mr. Justice Miles” has already given so many verdicts in favour of*

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# A THOUGHT ON SUSPENSION.

By Capt. W. GORDON ASTON.

**N**OW that our roads have been knocked to pieces, and their complete re-establishment up to pre-war standard cannot be achieved for many years, it behoves designers of cars to pay very particular attention to the springing problem. This is as yet by no means solved, though one freely admits that much progress has been made, especially recently, as shown by the adoption in various post-war models of the cantilever system.

"Cantilever" always seems a bad description of the spring which rocks on a pivot; but, leaving nomenclature aside, it should be pointed out that no great credit should be given to motor manufacturers for employing its advantages at this time of day, seeing that it was a notable feature of one of the very earliest cars, the Lanchester, and, so far as I know, it has been open to anybody to use this particular form of spring ever since.

The two great beauties of the cantilever spring are, firstly, that it immensely reduces the unsprung weight borne directly on the tyre, and, secondly, that it can be made of any required length without promoting an increase in overall chassis dimensions. Hence its extended adoption is very much a move in the right direction, though I am afraid that some

designers have partially nullified the advantage to be gained by sticking both brakes on the back wheels direct. When a clear saving of seven-and-sixpence can be effected it seems rather a pity to return about four shillings of it, but the

brake question is far too contentious to be profitably discussed here.

Certain elaborate experiments which I have carried out point very clearly to the fact that the upholstery springs have to do more towards comfort production than they ought to, and,

indeed, far more than would generally be supposed. I am also well satisfied that all springs are susceptible to a sensible improvement by the addition of shock-absorbers, either of the elastic shackle or frictional type, and possibly a combination of both is better still.

The problem before the designer, therefore, is not only to make his springs more flexible, and therefore capable of reacting to very light loads, but also to make them able to deal with very big loads indeed, so as to neutralise changes in speed, road surfaces, and number of passengers. It is also highly desirable that springs should be readily adjustable, for what is well enough with "four up" is not necessarily equally good with the back seats empty.

In seeking a solution the designer is confronted with a number of difficulties, but I sometimes wonder whether he tackles the problem in quite the right way. One ground for misgiving is found in the fact that most makers are distinctly careless in regard to

weight. They prefer, it would seem, a heavy car to a light one, and more than once I have been authoritatively assured that this was because a heavier car is more easily sprung. This is a statement the truth of which is open to serious

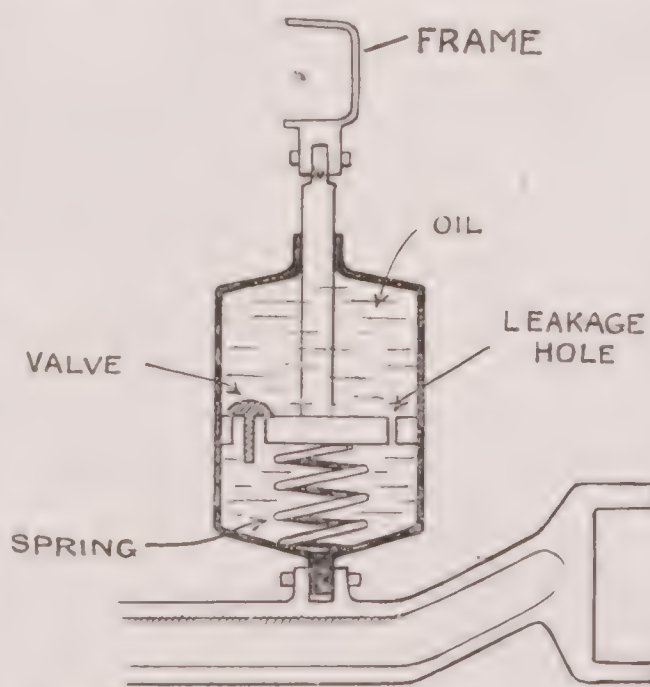
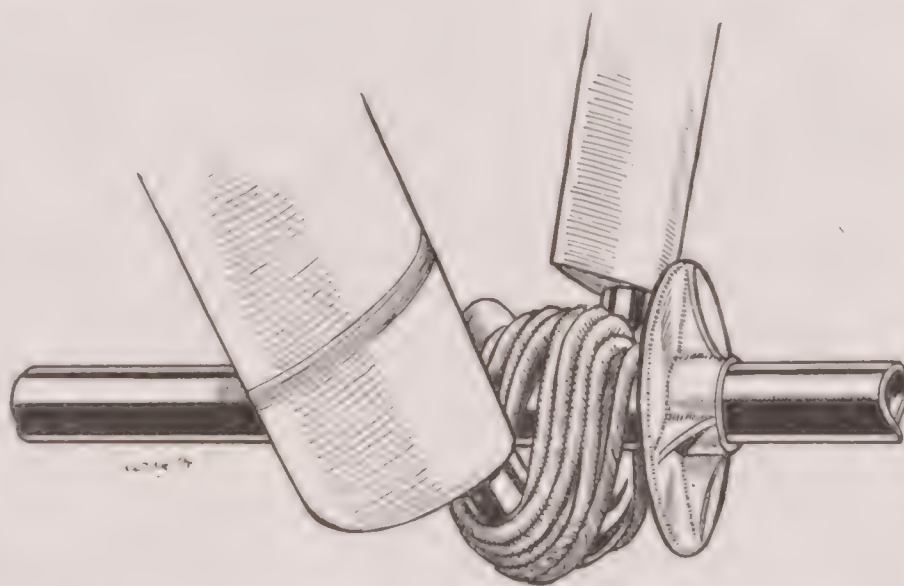


DIAGRAM SHOWING THE OLEO PRINCIPLE OF SHOCK ABSORPTION.

(On the down stroke of the piston the oil passes through the valve, but on the rebound stroke the valve closes, and the oil passes through an adjustable leakage hole.)



THE SIMPLE ARRANGEMENT OF THE ELASTIC BANDS WHICH FORM AN AEROPLANE'S SUSPENSION.



doubt. It certainly ought not to be the general case, though it may apply to the system of springing which most people use.

It is possible that inspiration may be drawn from "sprung" vehicles other than the motor-car; the aeroplane for instance. An aeroplane of average size weighs about the same as an open, medium-powered car. It has to run at high speed over ground far worse than any road the car is likely to be put at, and taking this into consideration, its suspension may be regarded as quite good. I am well aware that as speed is increased the wings accept a greater and greater proportion of the load, but this is not enough, in my judgment, to account for the huge discrepancy between the weight of the springs of the car and that of the shock-absorbers of an aeroplane. The former is about 70 lb. (back axle alone) at the least; the latter is 9 lb.!

Of course, the material in the car spring is in shear; that in the shock-absorber, whether it be rubber, or coiled springs as used by the Huns, is in tension, and for the same effect tension requires only half the weight of material as shear, *cæteris paribus*. Does this not suggest that tension springs might be used with great advantage in the direction of saving weight, and that the margin so obtained would

be very much more than sufficient to cover the pneumatic or hydraulic shock-absorbers which could usefully be introduced to check rebound?

In a leaf spring this action is due to friction between the leaves, which is not adjustable. With an "Oleo" dashpot arrangement the friction load is easily adjustable, and it can be designed, moreover, to vary in amount to any required extent throughout the spring movement. I venture to believe that 50 per cent. of spring weight could be economised, and at the same time a springing system infinitely better than any leaf-spring arrangement could be made.

The only possible objection to such a scheme is that any such construction would almost inevitably involve a rather larger number of parts than are found in the ordinary suspension, and in this respect it has to be admitted that the laminated spring attains almost the irreducible minimum of parts. On the other hand an increased number of parts does not in the least imply higher cost in manufacture, nor does it mean less reliability. The advantages to be gained are such that experiments upon the lines suggested should be very much worth while to any designer to whom a really light vehicle, with the maximum of comfort and road-holding qualities, makes an appeal.

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# A WOMAN'S NOTE-BOOK.

By CHRISTÖBEL NICHOLSON.

**P**EOPLE who matter say that the Army must not be talked about any more: it is done. It isn't quite finished, however, so far as women motor-drivers are concerned. Our services are still required, and let us hope that our patriotism will stand the strain of peace.

Of course, we can hardly expect the early war enthusiasm to continue. It was a fever then, awfully contagious, too, like rabies. Perhaps we were all bitten by mad chauffeurs when we were babies; who knows? Everything thrilled, and even Government issue clothes didn't quell the ardour, although they were a distinct damper.

But now that the war spirit is dead a natural reaction has set in, a reaction which must be fought against. We must just "stick it," and carry on cheerfully and wholeheartedly, or lose, through peace, the position we won in war.

*Reconstruction.*—However, there is something—indeed, there are many things—to look forward to. There are pleasures in store for motorists, and we can begin to make plans. We can map out prospective tours. We can discuss mufti motoring clothes; and we can examine and criticise the designs of new cars.

As a matter of fact, the distracting drawings and the alluring advertisements are about all that we shall see of the new cars for some time to come. Most makers have a disconcerting waiting list. It looks as if the patient buyer might manage to get a piston, or perhaps even a gear-box, in a year or so, with luck. But the patient buyer is a freak. The majority will

decide on a second-hand ready-made car, and are already searching the market. The result is that the price of second-hand cars is disconcerting too. But *que voulez-vous? C'est la paix*; and *la paix* means "Pay, pay, pay!"

*Of the Second-hand.*—Look out for the pitfalls in that second-hand market! Its ways are dark and strange to the inexperienced, and many there be who trip and fall therein!

It is no earthly use inspecting a second-hand car in a dimly lighted garage, or, indeed, in any garage. A road test is essential. A car that looks like a Brooklands racer, when standing still, may be worse than a "moke" on the open road, because even a carrot will leave her cold. The car must be tried in traffic, where the engine's capabilities for smooth, slow running, and accelerating, can be noted. A hill with a gradient of not less than 1 in 12 (quite moderate) should be taken with a good reserve of power. The clutch should grip well without being fierce; and both brakes should be severely tried. If the car passes these tests, and makes no untoward noises in her engine, the

fair inference is that the main portion of her anatomy is all right.

Of the really expensive chassis items there remain the gear-box and the back axle. The internal inspection of a gear-box is an oily business, and counts for little, as the gear-wheels are usually so covered in "lush" as to be hardly visible. But the condition of any that can be seen will tell tales, for good or ill. The car should be jacked up on the back axle to test the trueness of the rear wheels.

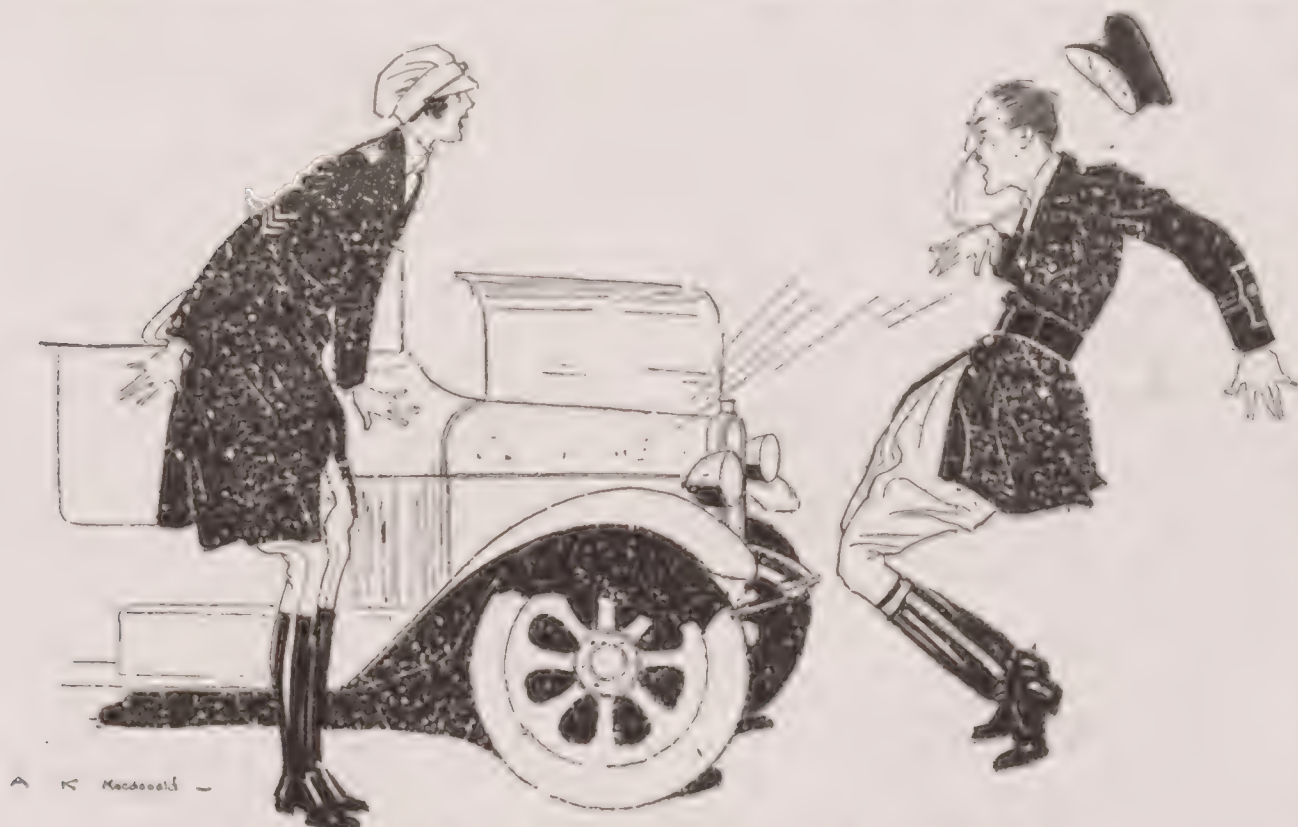


"A REVERSION TO FEMININITY."



The general condition of the car must be taken into consideration; but it is well to remember that all is not worth gold that glitters with brass. It is the main engine and chassis parts that count; and it is repairs to them that will cost. If, therefore, any doubts arise as to their reliability, a written statement should be obtained from the salesman to the effect that the car is bought and sold on the understanding that it is in perfect running order.

*Essentially Feminine.*—After (or even, perhaps, before) the car comes the question of



"WELL, IT WAS A BEAUTIFUL DAY ANYWAY."

clothes. We have been so used to dressing to order, and by order, that the quest for originality and individuality in dress is going to be really thrilling.

Breeches and short hair were all right when we were out to win the war, though they were not particularly winning. We were, however, trying to do a man's job, so we had to look "practical" at all costs.

It seems to me, however, that there will probably be a reversion to femininity. Of course, I don't mean Victorian vapours and that sort of thing. Neither do I mean pearls and satin slippers for motoring. But I don't believe we shall cling to trousers (at least, not more than we ever did!)

*Costly Repairs.*—A word as to gears. Many women who have taken up driving since the war have driven only publicly-owned vehicles. Their cars were repaired whenever necessary, and kept on the road regardless of expense. The driver didn't have to pay, except perhaps an occasional 10s. or so, for a really healthy

smash. But it must now be realised that every repair costs money. They can mount up to an alarming figure, and I'm afraid that gear parts will be a large item in the bill.

Gears are more misunderstood than misunderstanding. No two cars, even of the same make, change alike. X will shiver with horror at being treated like Y, while Z will shriek with fury and refuse point-blank to go into gear at all. It isn't their fault. They have their fads, which must be studied and conquered. It should be possible to change gear absolutely silently on any make of car—with perseverance.

Every possible, and seemingly impossible, trick must be tried—double de-clutching; accelerating when the clutch is in and the gear in neutral; fast change; slow change—and sooner or later it will come.

*Standing to a (High) Tension.*—By the way, I heard a most pathetic story the other day.

A chauffeuse was driving gaily along Piccadilly with an unmechanical R.A.S.C. major as passenger—one of the men who deal in "Groceries, Troops, For the use of"—when her car gave up the ghost. Devil a spark was forthcoming. The driver unrolled her tool-kit; the crowd collected; and she set to work on the plugs.

The major's chivalry wouldn't allow him to sit while a woman stood. He got out of the car, and offered his assistance for what it was worth. Unfortunately it wasn't worth very much. He remained inactively restive while the driver took out the plugs one after another, cleaned them, and adjusted the points. At length, as he grew more and more impatient with his own helplessness, she did not wait to finish the job, but, after screwing the plugs home, she thought that he could be trusted to replace the terminal nuts. But—she forgot that she was a subordinate; she forgot that his mind ran to cheese and not to currents; and she talked slang like a perfect little lady. She told him to "Hold on a minute," when she really meant him to keep off. With glorious obedience he hung on to two plugs; she switched over on to battery and—

Well, it was a beautiful day anyway.

The major won't do it again; but isn't discipline wonderful among the old Regulars?—bless 'em!



# LAMPS AND LEGISLATION.

## Existing Conditions and Future Needs.

By W. HAROLD JOHNSON.

**T**HERE is one item in the equipment of new cars that does not appear to be receiving the attention to which it is entitled; I refer to the lamps. As at present turned out practically every modern car stands to bring its owner into the clutches of the law before he has finished his first night ride.

Car and accessory makers seem loftily indifferent to the lighting regulations that were introduced in December last, and lamp manufacturers are still hard at work producing 10-in. and 12-in. searchlights which car manufacturers are only too anxious to fit. As they stand at present the lighting regulations say that no unobscured lamp is to have a glass of more than 5 in. in diameter (5 in. for the longest side if rectangular), and that electric bulbs must not be of more than 12 c.p., nor acetylene burners of more than 14 litres (half a cubic foot) per hour capacity. If the lamps exceed these measurements they must be obscured by tissue

warning lights by other road-users was on an entirely different footing.

All sensible road-users will welcome a revision of the former and a retention of the latter. A badly-lighted motor-car is a danger, primarily to its occupants and secondarily to other road-users who may be run down because the driver cannot see them in time to avoid them. Horsed vehicles and cattle with no warning rear lamps are dangers, primarily and secondarily, to themselves and to everybody else on the road. Pedal cycles and hand-carts are dangers primarily to others and secondarily to themselves.

### THE HAPPY MEDIUM.

No-one wants to see a return of the blinding searchlights that forced to a standstill in the ditch every vehicle that met them, but everybody would like to feel that night travelling on the roads was as safe as it may be reasonably possible for legislation to make it.

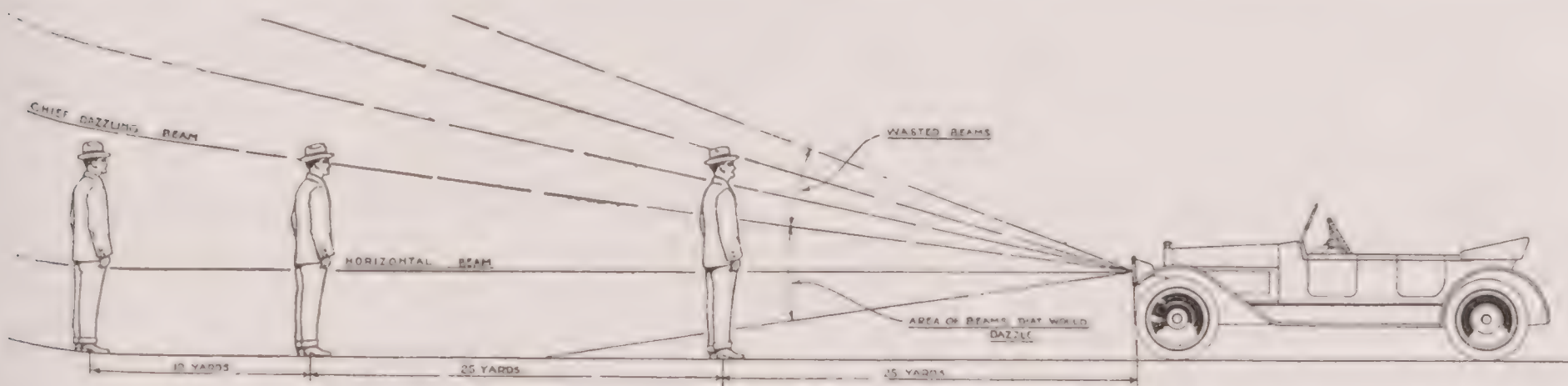


DIAGRAM SHOWING HOW THE UPPER BEAMS FROM A HEAD-LAMP ARE WASTED, AND THAT A PEDESTRIAN DOES NOT MEET A DAZZLING GLARE UNTIL WITHIN 50 YARDS OF THE CAR.

Paper as in the darkest and most dismal of war nights. Electric bulbs of more than 24 c.p. are forbidden entirely.

### THE NEED FOR REFORM.

During the war motorists were penalised, but as a sort of consolation other road-users were made to pay more attention to their lamps, and a real road danger was removed when pedal cycles and horsed vehicles were compelled to carry red rear lamps. Severe restrictions of the motorist's headlamps was a war necessity pure and simple; compulsory carrying of

So far as present conditions are concerned few people seem to realise that four 5-in. lamps give every bit as good a driving light as a pair of 8-in. head-lamps and a couple of 1-in. side apologies, provided, of course, that they are arranged carefully and not merely substituted for the others and placed in the same positions.

Focused to give a penetrating beam, two 5-in. lamps about 2 ft. above the ground, or a trifle less, together with two others of the same size, mounted, say, on the tops of the wings, and focused to give a wide angle beam, will



give a genuine efficient driving light even if the bulbs be of no more than 12 c.p. Increase the size of the lamps, and obscure them as required by law, and one has to go to very great lengths to get anything like such efficient illuminations of the road.

#### THE POSITION OF THE SIDE LAMPS.

Now that side lamps have to show the full width of the car, many makers are fitting them on the front wings, and in my opinion this is their best position from every point of view. Mounted at the side of the screen a side lamp is seldom of any real use as a road illuminant, whatever its size. From the front wings they can shed a very useful light on the road, and I should not be surprised if the adoption of this location, even if made for other reasons, leads to an increase in the size of the side lamps and a decrease in that of the main illuminants. Except on the largest and most elaborately equipped of cars, the saving in cost will be quite worth consideration.

#### THE QUESTION OF GLARE.

In America the avoidance of a dazzling effect from powerful lamps has long been the subject of research and innumerable patents. Many States have their own regulations on the subject, and the motorist driving from one to another is often placed in a quandary; much talk of regulations to apply to the whole country is going on at the present time and is likely to bear useful fruit. It is not probable that we, over here, will ever be troubled by regulations varying from county to county, but there are indications that some national regulations will materialise before very long. The ruling restrictions are indeed a thin edge of the wedge that is to be driven right home as soon as somebody can decide who may be the "competent authority" to deal with the whole question.

It is largely to point out what motorists require, and what other road-users are most likely to appreciate, that I am airing the matter. To let the authorities see what we want and what should be for the greatest good of the greatest number of road-users is all we motorists can do before we sit back and hope for the best.

#### CUT OFF THE TOP RAYS.

A powerful and excellent driving lamp is not necessarily an offender from the point of view of those who meet it. Experiments have shown that a lamp that illuminates the road 200 yards

away does not dazzle an average beholder until he is within 50 yards of it. In other words, if the beam can be prevented from reaching the eyes of an oncoming driver after he is within 50 yards of the lamp he will not be dazzled. In ordinary circumstances the eyes of a car-driver are about 5 ft. above the level of the road—say 4 ft. to be on the safe side. Thus if the rays of the lamp be kept down to a height of 4 ft. for the first 50 yards there should be no danger.

Cutting off the top rays of the light would appear to be the simplest way of minimising the glare trouble, and, besides the virtue of simplicity, has that of not seriously incommoding the driver. Rays of above 4 ft. in height are of little driving value for the first 50 yards of their length, and so may be dispensed with quite conveniently. Blackening the top half of the front glass or of the parabolic mirror will achieve this effect, and there have been placed on the market lamps having a kind of Venetian blind shutter which allows the lower rays only to project straight forward. It is claimed for this system that the useful illuminating power of the lamps is not diminished.

Such devices as these are fixtures to the lamps and are always in operation. Some attempts have been made to fit to acetylene lamps an "anti-glare" device that could be brought into operation by the driver as occasion required, but the driver's opinion of when its use was necessary and that of other road-users so often differed that the system was of little real use.

#### THE LAW AND THE FUTURE.

When the lighting of road vehicles once more comes in for a share of official attention, it may be assumed that the elimination of glare will be one of the main items considered. It is to be hoped that the new regulations will not go to such an extreme that, in avoiding one nuisance, they create others more serious and verging on the bounds of the dangerous. Two 8-in. head-lamps with 4-in. side lamps mounted on the wings will give adequate driving light for any ordinary speeds; 16 or 20 c.p. bulbs will be ample, and such lamps will not require decorating with panaceas for glare troubles, so long as the two main lamps are as close as is reasonably possible to the ground.

Such restriction of car lighting will necessitate the retention of red warning lights on pedal cycles and horsed vehicles and by cattle drovers. This in itself will be of great value.



## TO CHECK THE CAR THIEF.

**N**UMEROUS devices for the prevention of car thefts may be unearthed from the Patent Office lists, but very few are actually on the market. Two of the latter type, however, are ingenious and interesting—namely, the Cowey Ignition Lock and the “Sentry” locking device. The first-named controls the ignition, while the second shuts off and locks the petrol supply.

### *The Cowey Ignition Lock.*

This apparatus has been placed on the market by the Cowey Engineering Co., of Kew



THE COWEY IGNITION LOCK.

Gardens, and is obtainable in various sizes to suit different cable dimensions. It consists of a collecting tube through which the four or six high-tension cables are led to their respective sparking plugs. Within the tube is arranged an insulator which separately surrounds each cable, and through the insulator are inserted pointed screws which pierce the cable armour, thus making electrical contact with the wires.

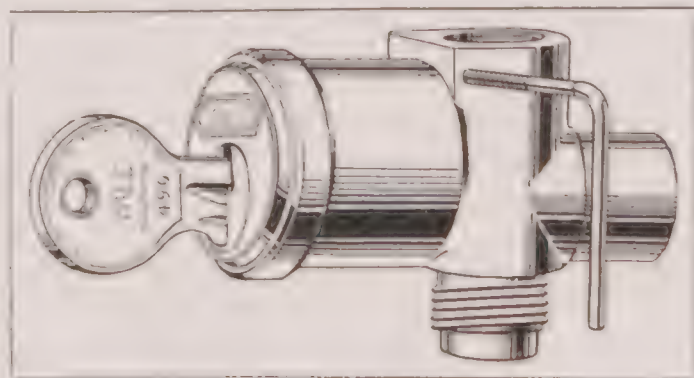
By means of an insulated sleeve which surrounds the heads of the pointed screws, and is supplied with contact studs, the whole of the wires may be earthed and interconnected in such a manner that to start the engine is impossible. When the sleeve is turned it is automatically locked, and can only be brought back to its normal position by means of a special key. This key is made in 24 different combinations which are periodically changed,

thus rendering remote the possibility of the key being duplicated. The workmanship of the Cowey lock, we may add, is excellent.

### *The “Sentry” Locking Device.*

Adaptable either to cars or motor-cycles, the “Sentry” locking device is being manufactured by G. Beaton and Sons (1919), Ltd., St. James’s Square, Holland Park, W.11. Although the name does not accurately describe this accessory, for it does not, strictly speaking, “lock” the car, it has inter-

esting features. It is fixed between the petrol pipe and the carburetter, to which it is keyed.



THE “SENTRY” LOCKING DEVICE.

At the top of the device is a Yale lock by means of which a cock between the pipe and carburetter is operated, thus turning off the supply of petrol. Thus, when the driver is about to leave the car unattended, it is only necessary to remove the key and the car cannot be driven away, or at any rate very far before the thief would find himself in difficulties. As the device is permanently keyed when originally fixed it cannot, it is claimed, be removed. When the car is being driven by the rightful owner the Yale key is *in situ*, and cannot shake loose or be lost, being kept in position by a retaining spring which is released when the key is turned to shut the cock.

Of patent devices not as yet on the market the most promising we have seen is one invented by Lieut.-Col. H. L. Templer, as it does not tackle the thief problem by preventing the engine from being run, but renders the car incapable of being steered or towed away. The device consists of a staple of toughened steel, a cross-bar and padlock, and a lug on the steering column, the staple embracing one of the arms of the steering wheel. If the front wheels are turned hard over before the staple is locked, it is obvious that the car can only be driven in a circle and cannot be towed at all.



# THE USE OF THE EYES.

## How a Greater Measure of Safety may be Acquired.

By CAPT. E. DE NORMANVILLE, R.E.

**T**HERE are many curious anomalies in regard to driving a motor-car, and to the student of psychology some of these are very interesting. For example, why does the average Frenchman or Italian take more naturally to motor-car driving than the average Britisher? Why is it that one man is a born driver, and another can never become really proficient? These are interesting subjects for theorisation. On the other hand, there are certain practical aspects of the situation which are of more tangible value.

Most of us are inclined to estimate our driving capabilities on a high plane; yet, if we are confronted by a problem, we not infrequently find that there is still much to learn. It is in regard to the "tight corners" occasionally encountered that most of us can learn to advantage. There is a point in this connection which is well worth detailed mention, as it proves very helpful in practice. I refer to the efficient use of one's eyes.

### THE USE OF THE EYES.

In driving a motor-car, the eyes can be used in two ways, but most people use them in the general manner in which nature intended them to be used. Beyond this, however, there is a distinct advance, in their efficiency for driving purposes, which can be acquired by careful training. One may divide the two methods into positive and negative classifications.

The normal type is the negative variety. The eyes, though active in a general sense, are not specialising, or specifically concentrating upon the work in hand. They do not visualise in advance, nor actively seek the potential danger which may lie just ahead. They wait for the danger to become manifest by its own magnitude or imminence, and do not probe the hidden potentialities which may reasonably be presumed as likely to fructify. Though they act continuously, even alertly, they do so only in a more or less negative manner.

### THE WORK OF THE EYES.

The driver of a motor-car should learn to use his eyes in a positive manner. They should be trained specifically to seek an obstruction, and to look for danger, instead of waiting until such

become apparent. For example, when approaching a cross road, the eyes should continually be looking for and expecting the advent of other traffic therefrom. It is not sufficient to wait until the magnitude of the object forces one's attention.

Say, for example, that there is a horse and cart approaching the corner under supposition. The eyes which are properly trained will be made cognisant of the incoming traffic so soon as the horse's head has got round the corner. If, however, one is not definitely looking for such an obstruction, the whole horse would be round the corner (and probably a part of the cart) before the magnitude of the obstruction attracted the attention of eyes not thus actively and positively engaged.

### THE VALUE OF A SECOND.

The immense value of the difference between these two methods of using the eyes is at once apparent. Suppose that the car is travelling at 30 miles an hour, and the horse and cart at 10 miles an hour. A motor-car travelling at 30 miles an hour covers 15 yards in a second; the horse and cart will therefore cover five yards in a second. In the case assumed, therefore, there is a difference of about one second, comparing the value of the positive use of the eyes with their normal employment. It must further be assumed that the meeting between the car and the horse and cart is going to prove a dangerous situation. What is the result?

That one small second, instead of being an insignificant portion of time, at once assumes an almost unlimited value. The trained eyes enable their owner to take action 15 yards sooner than would otherwise be possible. It is only necessary to remember how often two or three yards mean the difference between an accident and an incident to obtain an insight into the great value of saving a second, or even a fifth of a second. Consequently, it is well worth while seeing if an improvement can be made in the method of using the eyes for driving. The art of eye activity is not difficult of attainment. When proficiency is achieved, it provides a great amount of additional safety, both to the driver and to other road-users.





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# THE GOLFING MOTORIST.

By R. ENDERSBY HOWARD.

**R**EMOTE to the person who has to travel by train, but only one stage beyond the suburbs of London for the golfing motorist, are the wonderful courses on the Kent coast. And there is none finer than Littlestone-on-Sea, the beautiful links that stretches in peaceful isolation along the seaboard leading to Dungeness. Some ten miles away is Rye; well to the north are Deal and Sandwich.

Littlestone is a jewel in a setting entirely its own, and it will be good news to very many motorists who were wont to visit it in the old days that it is fast resuming its former glories. It had to play its part in the war. For three years it was not required by the military authorities, but even its most enthusiastic habitués fell out of the habit of going to it.

For one thing, motoring was impossible; and, for another, the local hotel was taken over for the use of officers, while most of the accommodation in the boarding houses of the district

to the recreation of convalescent soldiers from the various hospitals.

Then down came the long arm of military necessity, and, in 1917, the long course was requisitioned for the establishment of an extensive system of aerial gunnery ranges. Golf



THE APPROACH TO THE 4TH GREEN AT WORPLESDON.

was still permitted when firing was not in progress, but that was seldom, and many of the holes went virtually out of play.

Countless aeroplanes swooped and soared overhead, so that, even if the guns had not



A TYPICAL CORNER OF THE LINKS AT LITTLESTONE-ON-SEA.

was needed for the billeting of troops. The long course, however, was a source of joy and healthy activity for officers from surrounding camps. They had it practically to themselves, while the short course of nine holes was devoted

been in operation, a round would have been a severe test of nerve rather than a pleasure. What a wondrous change from the tranquillity, the alluring air of solitude, of Littlestone in peace-time!



Still, it is peace-time again, and both courses are now open and ready to give the golfer the invigoration and pleasure that he drew five years ago. The rabbits have combined with war's exigencies to do a certain amount of damage, but the putting greens, thanks to the care and skill of the professional, David Herd, are already very nearly, if not quite, as good as at any time in the past. The air no longer reverberates to the rattle of machine-guns; the gallant boys who performed their wondrous "stunts" overhead are departed.



THE GOLF CLUB-HOUSE, LITTLESTONE-ON-SEA.

Golf in 'the sunny,' stimulating climate of Littlestone is golf as it used to be. There may be courses that give the champion more about which to worry, but for the ordinary individual there is none quite like Littlestone—a true type of the seaside links, difficult but not exasperatingly so, and, in the opinion of all great players who have visited it, a rational and an engrossing test of the game as distinct from the almost eccentric trial of skill which is sometimes presented by modern course architects. Its spaciousness and its springy turf are joys that have to be experienced to be appreciated to the full.

Among the motorists' courses nearer to London are the two greens of the Walton Heath Club—for there are two full-length courses, the new and the old. Wonders have been worked in preserving the perfection of the latter and promoting the former to a condition which it had not obtained before the war. It is a pleasant drive through Surrey's leafy lanes to this magnificent expanse of heath about four miles from Epsom, and the air there comes as a breeze from the sea.

The golfer who likes the tonic of a wind in midsummer—and it is a welcome dispensation, apart altogether from the fact that it gives an added interest to the playing of every shot—

will find one at Walton Heath if there is wind to be encountered anywhere round London. The heath stands high and looks out upon a vast expanse of country almost equally high.

James Braid, the professional and five times open champion, estimates that the new course is two strokes harder than the old, although it is only about 100 yards longer, so that the extended facilities are by no means in the nature of a makeshift. Braid's opinion was borne out by the scoring in the professional tournament in May, for nearly everybody took at least two strokes more for the new course than for the old.

There is such a picturesque profusion of heather and bracken at Walton Heath that one would not have been surprised if the plant life had run riot during the war, when labour was not plentiful for keeping it under control, and, equally important, the number of players treading it down by constant rounds of the course was sadly diminished.

Some clubs have been presented with difficult problems under this head; nevertheless, when I was at Walton Heath recently, I was agreeably impressed by the fact that somehow the flora had been prevented from obtaining the upper hand. It was still there in its imposing wildness on the flanks of the fairway, but it had not reached such a length as to make recovery from it impossible, nor had it been permitted to spread. This wonderfully successful home of golf has come truly triumphantly through the long period of stress.

Worplesdon, about three miles from Woking, is returning also to glory as well as grace. During the last few months, the attention devoted to the putting greens has produced remarkably rapid results. On the occasion of the match between women and men early in May it was evident that a great deal of weeding had been done, and that it had been impossible to repair all the inevitable scars on the turf in time to get the greens into ideal condition for the contest. But they needed only another three or four weeks in which the sand could settle down in the places where the weeds had been, and mingle with the soil to produce the same even surface as of old. They have come on fast of late.

Worplesdon nestles quietly and happily among the pines; it has some big bunkers that grip the imagination, and some delightful short holes, including the mashie pitch across the lake where the water-lilies flourish. That it is appreciated is shown by the numbers of new members who are joining. It is another course that has weathered the storm right well.



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## HOW NOT TO DO IT.

### Sutton Bank and its Gradient of 1 in 5.

**T**HIS much may be said of British road-making—that the question of the best surfaces, in recent years, has been more fully studied here than in any other country, and the quality of many of our main highways, apart from the effects of war-time traffic, is probably higher than in any other part of the world.

In design, however, our roads are far below the normal standards of the Continent, for the simple reason that we have nothing formidable in the way of heights to be surmounted, and instead of calling in the services of engineers our local authorities in the past have too often entrusted the work to farmers or other unskilled persons.

The result is that we find gradients on British roads far steeper than those of the loftiest Alpine passes, simply because the magnitude of the undertaking in the latter case has necessitated the employment of scientific design, while too frequently in the former the crude method has been adopted of taking the shortest line between two points.

Sutton Bank, in Yorkshire, may be quoted as a typical example. From the first of the accompanying illustrations it will be seen that a small eminence had to be crossed by a road which, on the Continent, would have been made in zigzags with a gradient of about 1 in 16. The road over Sutton Bank, however, though not absolutely straight, has none the less no scientific windings, and at the point where the car is shown in the second illustration the gradient is at least 1 in 5. The

hill has been twice surveyed for the purpose of motoring competitions, and one survey even returned the gradient at 1 in 3.9.

Of kindred instances to Sutton Bank the name is legion, particularly in Devon and Somerset; and, although it is true enough that it is difficult to find a hill anywhere nowadays that can present a drastic test for a modern car, there are hundreds that are utterly unsuitable to horsed vehicles or bicycles, while even for motor-cars they involve the use of more powerful engines than would be necessary if British road construction generally had been accompanied by scientific instead of haphazard methods.

In a limited number of places, indeed, old errors have been repaired by the making of an entirely new road. Two typical examples may be quoted. One is just south of Godstone, where the old straight road, still extant, over Telegraph Hill has been superseded by an alternative route with a gentler

gradient, while the other is in the neighbourhood of Porlock. No sharper contrast could well be afforded in road-building methods than that between the famous hill which, in the early days of motoring, was a terror to

every car-owner, and the modern but private road which is now available to all who pay a by no means unwelcome toll. For a road, moreover, designed and built on true Continental lines, the reader has only to refer to the picture of the graded windings of Howtown House which appears on page 9 of this issue.



SUTTON BANK VIEWED FROM BELOW.



A VIEW DOWN THE HILL, LOOKING OVER A GRADIENT OF 1 IN 5.





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# "IS CAR DESIGN ALL WRONG?"

A Rejoinder.—By GEO. H. LANCHESTER.

CAPTAIN W. G. ASTON is a motorist of a type of which there are unfortunately too few, and whose opinions as motorists are the offspring of their opinions as engineers. His criticisms on modern car design, though somewhat idealistic, are none the less interesting, and if they stimulate designers to develop the automobile on lines departing from the conventional, and the public to welcome meritorious features of novelty, they will have served a good purpose, for there is a great deal of reason in his condemnation of a type of car which has, by force of public opinion, come to be regarded as a standard more or less approaching finality.

Had there been many such champions of the early Lanchester type of cars a decade and a half ago, and had all engines of that period been as reliable as many are to-day, it is highly probable that the engine amidship would have become fashionable and to-day might have been the conventional type.

Having been associated with the design of chassis of both types, and also bodies, from the time of the earliest cars designed by Mr. F. W. Lanchester up to the Lanchester car of the present day, I will endeavour to indicate a few of the virtues and vices of both types, from the manufacturers' point of view, which were not referred to by Captain Aston. The superiority of the early Lanchester type of cars as an engineering achievement is unquestionable, whatever opinion the general public may hold; in addition to the advantages in weight distribution, "manœuvrability" and comfortable accommodation for passengers, mentioned by Captain Aston, there is the amount of space for, and position of, luggage accommodation; and the "forward" position of the driver is an advantage when driving in a fog or at night—the advantage of this position is also apparent when driving in narrow winding roads.

The Lanchester type, however, has its disadvantages as a "production" job. Possibly these are not insurmountable, but the manufacturer who undertakes to produce a car of this type (or any type of car with concealed engine) will at once place himself at a disadvantage with his orthodox competitors in regard to cost of production. Nor is this the only difficulty he will have to contend with. The concealed or "midship" engine position is more costly to make, owing to the difficulties to be overcome in effectively insulating the mechanism from the passengers; this demands considerable skill in design, and skilled workmanship of no mean order, and is probably one of the chief obstacles which caused the early manufacturers to follow the line of least resistance and adopt the bonneted type.

Another reason, and one which cannot be ignored, is the opinion of the purchaser; and let it be said in defence of the manufacturers, whom Captain Aston accuses of adopting a sheeplike policy of imitation, that the manufacturer must make money; if he does not he will cease to make motor-cars, and therefore he must make what the public will accept, and it is the sheep-like nature of the public that compels him to follow conventional lines. What pioneer of an unorthodox type of article has not had to combat the popular argument—"If it is right, why do

not other makers do it?" This line of argument, though obviously superficial, is very widely accepted; it is propagated by the pseudo-expert, and fostered by the unscrupulous salesman of the conventional article, who may decry the unconventional with impunity, but cannot disparage the conventional without reflecting discredit on his own goods. In the face of these disadvantages, can it be wondered that few manufacturers can afford to make radical departures from the type of car that claims the support of the vast majority of purchasers?

Whilst I agree with Captain Aston's criticisms in the main, there is more to be said in favour of the conventional car than he admits; it has virtues which, though not of primary importance, carry a good bit of weight, both with the designer and with the user. In such points as accessibility of mechanism for purposes of cleaning, absence of liability to soil coachwork, etc., when cleaning mechanism, and passenger space being uninterrupted by mechanism, the orthodox car of to-day holds its own against the Lanchester type.

It is commonly acknowledged that design is at best a compromise, but this fact applies to no branch of engineering more truly than to automobile design, and amongst the problems ever uppermost in the mind of the designer is—What compromise will make a sound engineering car and at the same time be acceptable to the public from whom the manufacturer is to obtain support? Frequently, one might almost say invariably, it is compliance with the latter condition that hampers progress.

Against the "virtues" of the orthodox car, mentioned above, let me set the following "vices": There is no capacity for luggage excepting in the dirtiest places on the car—namely, the "grille" on the back or the running boards on the sides, and to tour in comfort one has to use a 4-seater as a 2-seater and stow luggage in the tonneau, whereas in the Lanchester type the use of the grille is rarely necessary. Further, strange as it may sound to those unfamiliar with the pre-war Lanchester, it is more difficult to obviate "cooking" the front passengers in cars having body work of the deep "scuttle" variety than in the Lanchester, with engine disposed between the driver and passenger.

Accepting as correct the present vertical types of engines, it is difficult to improve on the present engine position, as it leaves a clear and unobstructed chassis, simplifying the task of the coachbuilder. Clearly Captain Aston does not regard the vertical type of engine as being correct, as he forecasts the advent of the radial engine (stationary); but surely, if there is one type of engine which is least suitable for road vehicles, it is the radial. Developed for aerial flight it is essentially a machine for use where all sides are unobstructed. In road vehicles the underside is inaccessible, and is exposed to that fog of dirt which is observed beneath all cars in wet and muddy weather, while the overall dimensions of the radial engine necessitate its centre of gravity being raised above the height which is current practice with vertical types of engines.

In automobile design, the ideal distribution of weight has to be weighed with public prejudice against obstruction of passenger space with portions of mechanism which,



however well housed, are a source of annoyance to many and present difficulty to the coachbuilder. In dealing with bodies of the saloon limousine type especially, centralisation of the power-plant introduces almost insurmountable difficulties.

In all probability the solution of these difficulties lies in designing a multi-cylinder horizontal "opposed" engine, possibly a 12- or 24-cylinder machine of such dimensions that it could be housed, with all attendant mechanism, within the chassis frame and entirely beneath the body floor. But it is inconceivable that any manufacturer would have the temerity to offer such a chassis to-day.

Captain Aston further charges manufacturers with obtuseness and lack of enterprise in body design. I am entirely with him in regard to the benefit of streamline form as effecting a saving of power, but it is problematic whether "streamlining" the body, as in Captain Aston's figure 7, would offer the slightest improvement on a normal or rational flush-sided body, of good "clean" lines, designed around its passengers, as the nose is blunt and the tail stunted in proportion to the sectional area of the body. A streamline body to be effective should be of such proportions that at the maximum speed at which it travels the air will not quit its surface. At speeds customary to-day this would necessitate a body of such length as to be unwieldy.

In regard to the raising of dust, it should be borne in mind that it is the wheels which are primarily responsible for dislodging dust from the road, and the design of mudguards probably has as much influence in forming a dust cloud as the body, and more than many bodies of the low back flush-sided type. In the case of covered bodies the body influences the height to which the dust is hurled; there are, however, other factors which influence dust raising, such as low under-clearances and badly formed undershields. The problem, therefore, is not simply that of body design, and in my opinion the solution is more likely to be found in improvements in road construction than in attempting to effect a remedy by streamline bodies.

#### NOTICE TO CONTRIBUTORS.

*The Editor will be pleased to consider contributions of special interest to the car-owner, provided they are of high quality and in every way suitable to the magazine. Short illustrated articles are preferred, dealing with any aspect of private motoring, either as regards touring or the home management of the car. First-class snapshots of roadside scenes or incidents are particularly desired. All photographs and sketches should be fully titled on the backs and bear the name and address of the sender.*

*Contributions should be addressed to the Editor of "The Motor-Owner," 33, King Street, Covent Garden, London, W.C.2., and should be accompanied by a stamped, addressed envelope. While every effort will be made to return them if unsuitable, the Editor cannot hold himself responsible in case of loss or damage.*

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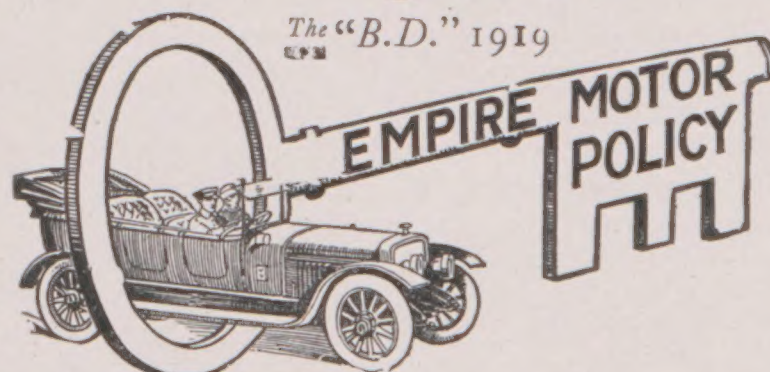
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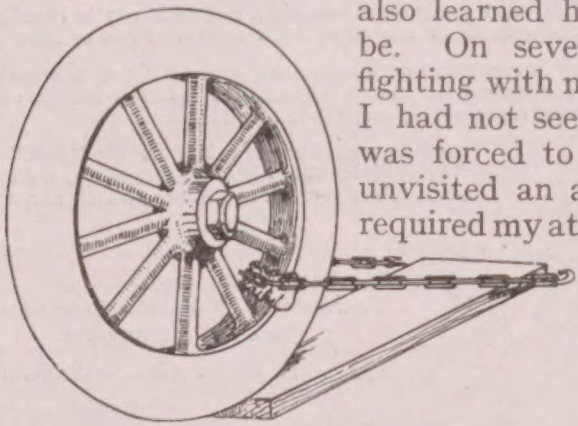


## A NOVEL "ACCESSORY."

**A** BRITISH officer, now demobilised, who spent some time with one of the British Military Missions in America, writes as follows concerning a quaint but useful expedient which he found in use while motoring in Georgia:—

I knew that America was the home of the motor-car, and that statistics showed that about one person in ten in that country owned a car of some sort. I also had heard and read of the wonderful roads, especially those of California, and in my ignorance expected all American highways to approach the almost perfect.

A few months at a military camp in Georgia dispelled all illusions. A Dodge car was placed at my disposal, and, in learning the geography of the neighbourhood, I also learned how bad roads could be. On several occasions, after fighting with mud the like of which I had not seen even in France, I was forced to return and to leave unvisited an artillery camp which required my attention.



HOW TO GET OUT OF A HOLE.

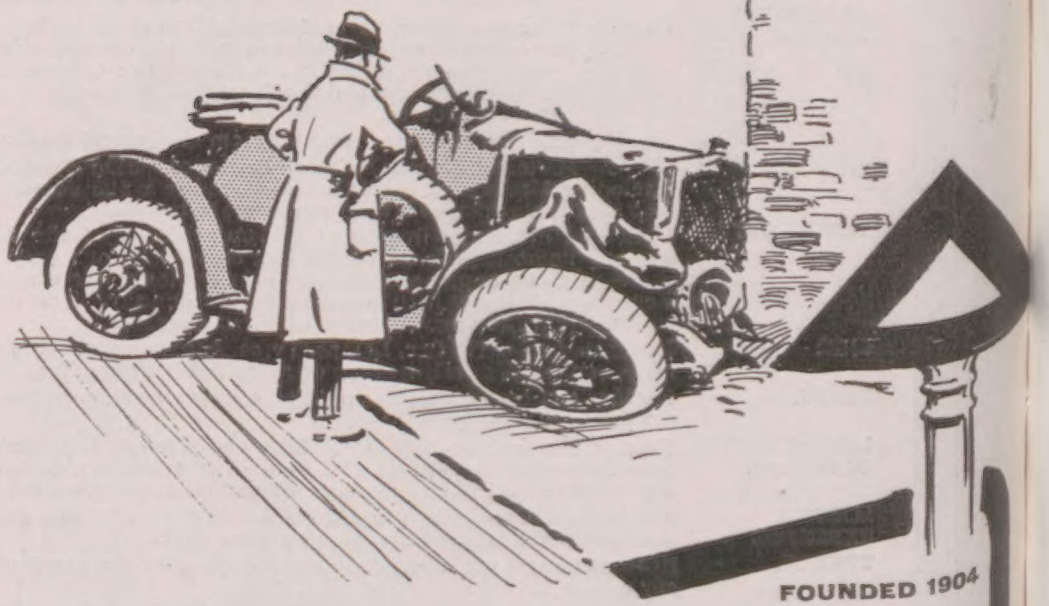
"State Highway." The road was what is known as a "Top Surface road"—splendid in dry weather but abominable when wet. The journey took nine hours!

We all took a hand in the business of cutting down trees and levering the car, by means of these, from the many mud holes that we discovered. Then necessity once more mothered invention, for our chauffeur devised a simple yet ingenious plan for hasty extraction from these bog holes. It took the form of a strong board and chain. The board was placed under a wheel, the chain being loosened from one side of the board and passed round a spoke of the wheel, but padded with rag to protect the paint. When the machine was started, the chain tightened as the wheel revolved, pulling the wheel over the board and out of the mud hole. We always carried this appliance with us and proved its utility on many occasions.

The officer's narrative is interesting as showing what motorists have to endure in regions where roads are roads only in name, but the device would only be likely to be of service in Great Britain in the event of a car being ditched, or unable, maybe, to "get a move on" after being temporarily "garaged" in a muddy field.

Among recently elected members of the Automobile Association are Sir Hugh Shaw Stewart, Bart., Sir Bruce Bruce-Porter, Lady Burrell, the Hon. Arnold Keppel and the Hon. Mrs. G. Bourke.

The Royal Automobile Club is concerning itself with a number of seemingly inconsistent legal decisions which appear to adversely affect motorists. Among these is a recent case heard at a London Sessions Court. Two men, aged 20 and 21 respectively, were charged with stealing motor-cycles and motor car parts to the value of £300. In addition to this charge it was stated that both men had been evading military service for two years, and one had been wanted since last November for stealing a car not mentioned in the present case. Property to the value of many thousands of pounds had, it was asserted, been traced to their possession, including two motor cycles and other valuable articles. The R.A.C. expresses surprise that after two remands these men were merely bound over, and contrasts this decision with the heavy fines which are frequently imposed upon motorists for small technical offences.



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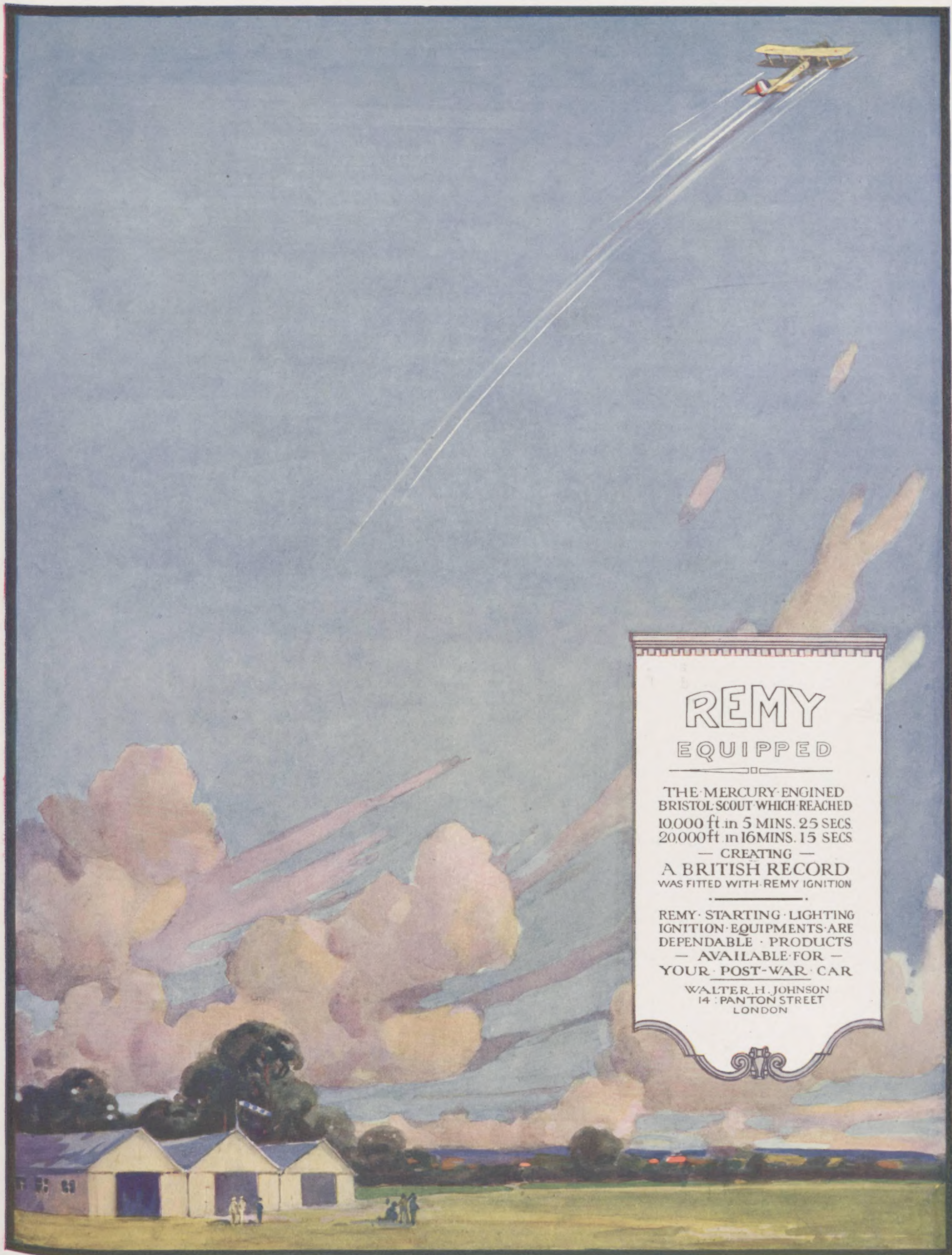
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